

The Hongkong Telegraph.

(ESTABLISHED 1881)

NEW SERIES No. 4704

晚九廿月二十年十三緒光

FRIDAY, FEBRUARY 3, 1905.

五拜禮

號三月二英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,520,000

Head Office:—YOKOHAMA.
Branches and Agencies:
TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS. HONOLULU.
SAN FRANCISCO. SHANGHAI.
BOMBAY. NEWCHANG.
TIENSIN. LIAOYANG.
PEKING. DALNY.
KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,
Manager.
Hongkong, 17th January, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND:—
Sterling Reserve \$10,000,000
Silver Reserve \$7,000,000
RESERVE LIABILITY OF PROPRIETORS, \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
H. Schubart, Esq.
E. Shellim, Esq.
Hon. R. Shewan.
N. A. Siebs, Esq.
H. W. Slade, Esq.
E. S. Wheeler, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS:—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG:—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 1/2 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [23]

THE DEUTSCHE ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000
HEAD OFFICE:—SHANGHAI.
BOARD OF DIRECTORS:—BERLIN.
BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.
Hongkong, 12th August, 1904. [25]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.,
Hongkong, 28th May, 1904. [52]

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chiofo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimodake, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchino, Bessho, Mito, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinokura, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manno, Ma,
Onoura, Otsuji, Sasahara, Teubakuro, Yoshinokura, Yotsu, Yokokura and other Coals.

S. MINAMI, Manager, Hongkong.

15, QUEEN'S ROAD,
Hongkong, 2nd February, 1905.

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15, QUEEN'S ROAD,
Hongkong, 2nd February, 1905.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ BENGAL G. Phillips }	About 11th February	Freight and Passage.
LONDON, &c.	{ SIMLA F. R. Summers, R.M.R. }	Feb. 11th, Noon	See Special Advertisment.
YOKOHAMA VIA SHANGHAI, MOJI and KUBE (Passing through the Inland Sea).	{ JAPAN E. P. Martin, R.M.R. }	About 12th, February	Freight and Passage.
KOBE (DIRECT)	{ PEKIN W. W. Cooke, R.M.R. }	About 13th February	Freight only.
MARSEILLES, LONDON and ANTWERP (Direct), VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	{ JAVA S. Barcham }	About 15th February	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 3rd February, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY, 15th February.
SACHSEN	WEDNESDAY, 1st March.
PRINZESS ALICE	WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th March.
PRINZ HEINRICH	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
BAVERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
SACHSEN	WEDNESDAY, 5th July.
GNEISENAU	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PREUSSEN	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.

ON WEDNESDAY, the 15th day of February, 1905, at Noon, the Steamship "ZIETEN," of
the NORDDEUTSCHER LLOYD, Capt. F. von Binzer, with MAILS, PASSENGERS,
SPECIE and CARGO, will leave this Port at above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 13th February, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 14th February, and
Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 14th February.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Hongkong, 1st February, 1905.

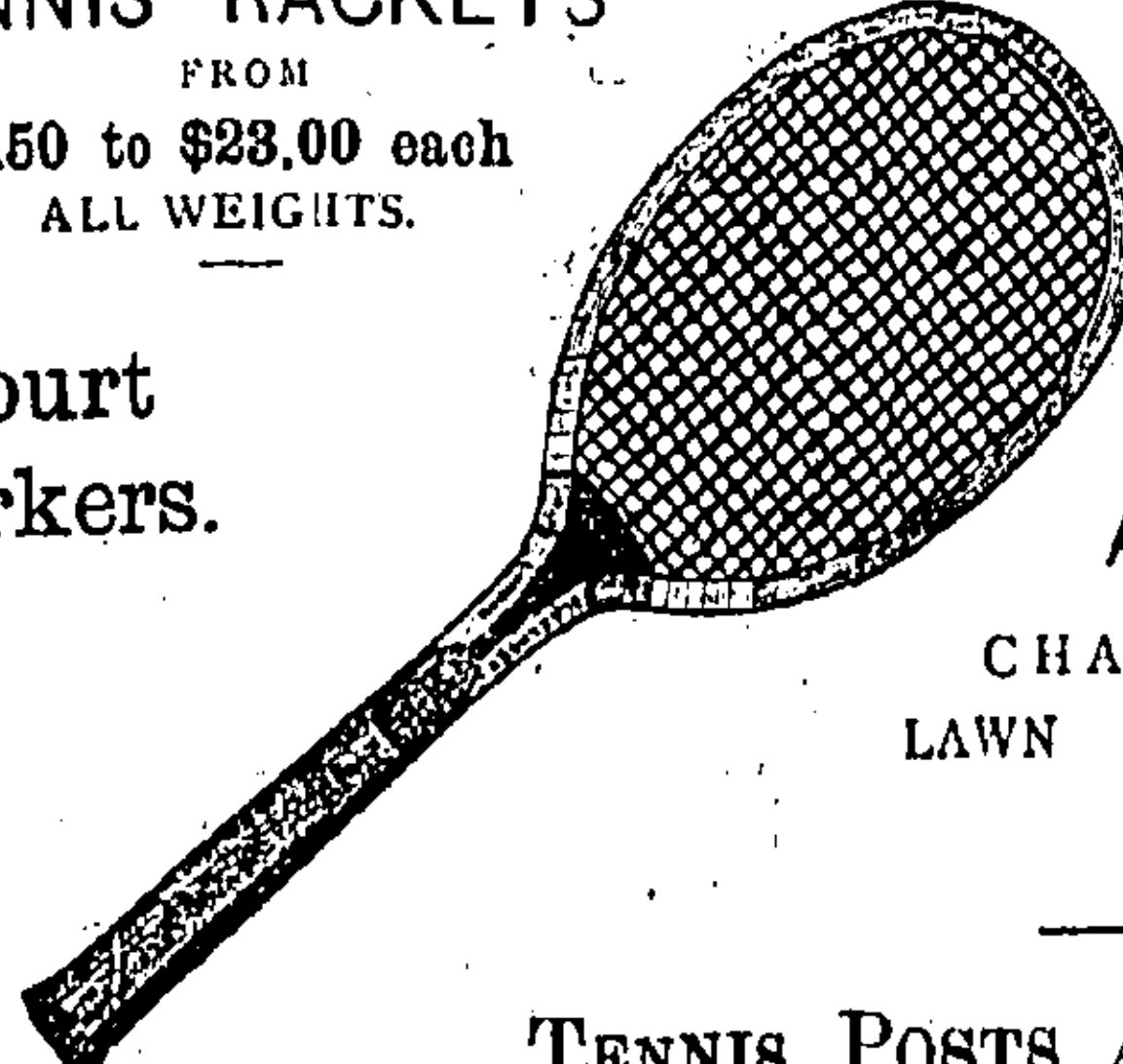
Intimations.

LANE, CRAWFORD & CO.,

HAVE JUST RECEIVED
NEW STOCKS OF

SLAZENGERS'
TENNIS RACKETS
FROM
\$8.50 to \$23.00 each
ALL WEIGHTS.

Court
Markers.



PORTABLE
TAPE
TENNIS
COURTS.

AYRES
CHAMPIONSHIP
LAWN TENNIS BALLS,
1905.

TENNIS POSTS AND NETS.

LANE, CRAWFORD & Co.

Hongkong, 16th January, 1905.

AQUARIUS.

THE BEST OF

MINERAL WATERS,
IN BOTTLES, HALF-BOTTLES AND SPLITS.

SOLE AGENTS FOR HONGKONG—

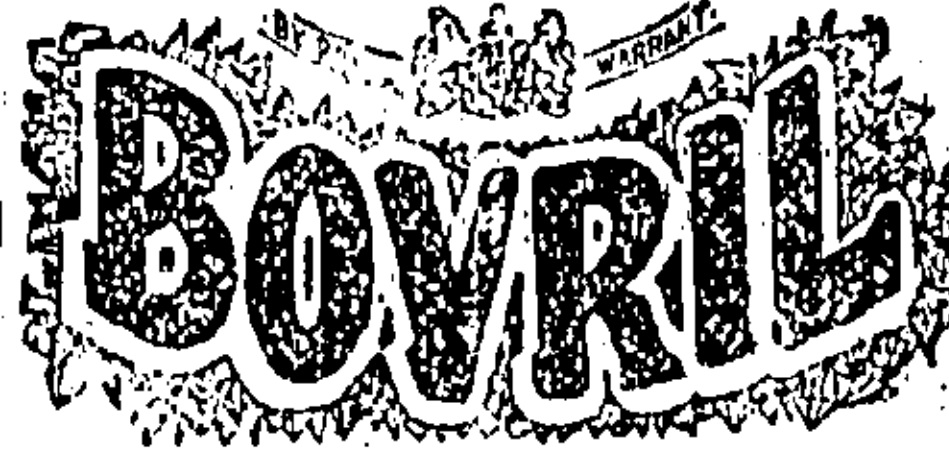
CALDBECK, MACGREGOR & CO.

15, QUEEN'S ROAD,
Hongkong, 2nd February, 1905.

Intimations.

A perfect food

is Bovril—it nourishes, stimulates and
reinvigorates. Bovril is of great value
for all to whom strength and endurance
are a vital necessity. Its regular use is
a permanent protection against the
dangers of colds, chills and diseases.



IND COOPE'S STOUT.

A Light Stout of exquisite flavour, specially
suitable for this climate.

Per Dozen Pints - - - - \$2.35.

H. PRICE & CO.,
12, QUEEN'S ROAD,
Sole Agents.

Hongkong, 6th January, 1905.

JOHN DEWAR & CO., PERTH WHISKY,

Extra Special \$16.00 per case 12/1
White Label \$24.00 " " 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904.

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17E, QUEEN'S ROAD.

Hongkong, 18th August, 1904.

ACHEE & CO., ESTABLISHED 1859. 祥利廣

FENDERS, SCUTTLES, FIRE HANDS, WARMING STOVES,
COOKING RANGES, ETC.,
BRASS AND IRON BEDSTEADS, BEDDINGS, BLANKETS, COUNTERPANES,
SHEETINGS, HOUSEHOLD LINENS, ETC.
174, Queen's Road, Central. Telephone 255.
Hongkong, 4th January, 1905.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

WM. FARMER, Proprietor.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 " "POWAN," 2,338 " " R. D. Thomas.
 " "FATSHAN," 2,260 " " W. A. Valentine.
 " "HANKOW," 3,073 " " C. V. Lloyd.
 " "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.

S.S. "NANNING," 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shio-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak HingSingle \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINFAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.

Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shio-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00 available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Birss. S.S. "HONGKONG," Capt. Maxfield.

Departures from Hongkong to Kong Moon (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

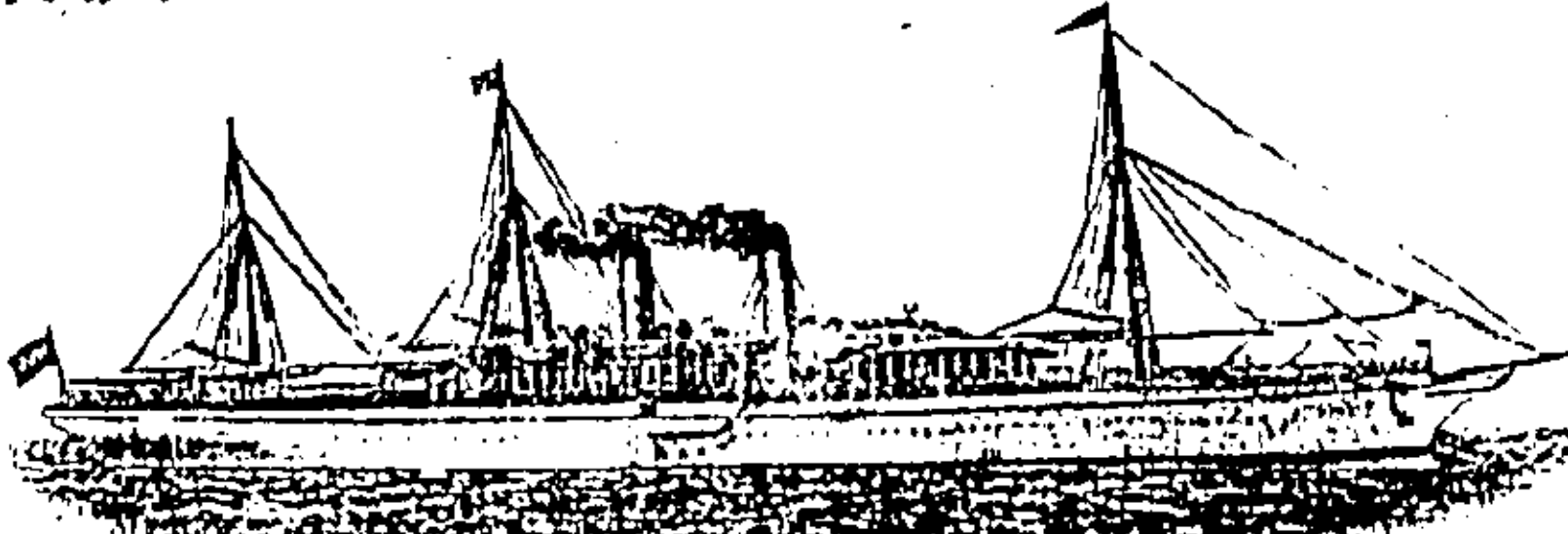
FARES:—Hongkong to Kong Moon.....Single \$6.00

Hongkong to Kumchuk.....Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C. SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.)

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA"..... 6,000 Tons..... WEDNESDAY, 8th February.

" "EMPEROR OF JAPAN"..... 6,000 " WEDNESDAY, 8th March.

" "ATHENIAN"..... 2,440 " WEDNESDAY, 15th March.

" "EMPEROR OF CHINA"..... 6,000 " WEDNESDAY, 29th March.

" "EMPEROR OF INDIA"..... 6,000 " WEDNESDAY, 19th April.

" "TARTAR"..... 4,425 " WEDNESDAY, 26th April.

Hongkong to London, 1st Class..... via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail £40. £42.

The magnificent twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Charts, and Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

Hongkong, 25th January, 1905.

9, Pedler's Street.

HAMBURG-AMERIKA LINIE.
OBERSTÄDTISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAVRE AND HAMBURG.	21st Feb. Freight.
Ehlers	(Calling at S'PORE & COLOMBO).	
ALESIA	HAVRE, ANTWERP AND HAMBURG.	24th Feb. Freight.
Sachs	(Calling at S'PORE, PENANG & COLOMBO)	
SAMBIA	HAVRE AND HAMBURG.	7th March. Freight.
Lüning	(Calling at S'PORE, PENANG & COLOMBO)	
RHENANIA	HAVRE AND HAMBURG.	21st March. Freight and Passengers.
Behrens	(Calling at S'PORE, PENANG & COLOMBO)	
SUEVIA	HAVRE AND HAMBURG.	4th April. Freight.
Knaibel	(Calling at S'PORE, PENANG & COLOMBO)	

* And Algiers for Passengers. Special attention of intending Passengers is drawn to the splendid accommodation of the s.s. *Rhenania*. Saloons and cabins amidships.

Lighted throughout by Electricity.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Hongkong, 31st January, 1905.

D. NOMA, TATTOOER
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Entertainments.

THEATRE ROYAL,
CITY HALL.TO-MORROW,
(SATURDAY), February 4th, 1905.

BOXING.

TWO STAR EVENTS.
 NEWMAN & ROBERTS
 (Welter-weight Champion, and A. W. Kents).
 16 ROUNDS.
 KING (R. W. Kents) Middle-weight
 Champion of the Regiment,
 Christie, Hongkong.
 15 ROUNDS.

TWO PRELIMINARY BOUTS.

Tickets on Sale at all Hotels.

Prices, \$5, \$3, \$2 and \$1.
 Hongkong, 3rd February, 1905. [199]

KOWLOON PIGEON SHOW.

THE KOWLOON PIGEON CLUB proposes to hold a SHOW OF PIGEONS on the 6th and 7th February, 1905, at the KOWLOON HOTEL. Forms of entries will be sent to all Members. As regards Non-Members, forms can be had on application to the Hon. Secretary, Mr. R. DAVID, at the Kowloon Hotel.

Entrance fee: Fifty Cents per PEN.

Prizes in MONEY and KIND will be awarded to Winners as soon as the Judge's decision is given, but BIRDS will not be removed from the Show until the evening of the 7th February when the Show closes.

Admission to the Show is free. The Public are cordially invited. Our former Shows were very popular and were visited by Sir Henry and Lady Blake who expressed themselves highly pleased with the exhibition.

The Classification of Exhibits is as follows:—

I.—Pouters, Cock or Hen, any colour.

II.—Pairs

III.—Jacobins, Cock or Hen, any colour.

IV.—Pairs

V.—Owls, Cock or Hen, any colour.

VI.—Pairs

VII.—Homers, Cock or Hen, any colour.

VIII.—Pairs

IX.—Any Other Variety, pairs, Cock or Hen.

X.—Common Pigeon, any colour, pairs, Cock or Hen.

XI.—Any kind of Cage Birds.

J. D. LOGAN,

Director.

R. DAVID,

Hon. Secretary.

Kowloon Hotel,

20th January, 1905. [175]

Notice of Firm.

NOTICE.

THE Interest and Responsibility of the late JAMES PARK WINGATE (deceased) in our Firm ceased on 31st December, 1904.

TAIT & Co.

Amoy, 1st January, 1905. [98]

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 7th day of February, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Seven Lots of CROWN LAND at Cheung Kwan O, in the New Territory of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years, if competent for the Colonial Government so to make it.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents in Acres	Annual Rent	Upset Price
1	Cheung Kwan O, New Territory.	153 ft. by 150 ft. 4 7/8	about 2 1/2 acres.	1500	6,000
2	Do.	300 ft. by 150 ft. 4 7/8	about 4 1/2 acres.	700	2,800
3	Do.	250 ft. by 150 ft. 4 7/8	about 3 1/2 acres.	116	450
4	Do.	250 ft. by 150 ft. 4 7/8	about 3 1/2 acres.	146	568
5	Do.	180 ft. by 150 ft. 4 7/8	about 2 1/2 acres.	36	140
6	Do.	240 ft. by 150 ft. 4 7/8	about 3 1/2 acres.	300	1,000
7	Do.	385 ft. by 150 ft. 4 7/8	about 5 1/2 acres.	300	1,200
As per plan.					

Hongkong, 28th January, 1905. [186]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., O' EAN S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

B. MORI,

Acting Manager.

Hongkong, 24th January, 1905. [68]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 503; General, No. 378

Telegrams, "Dock, Yokohama," Codes A L and A. B. C. (4th).

Yokohama, May 11th, 1903. [76]

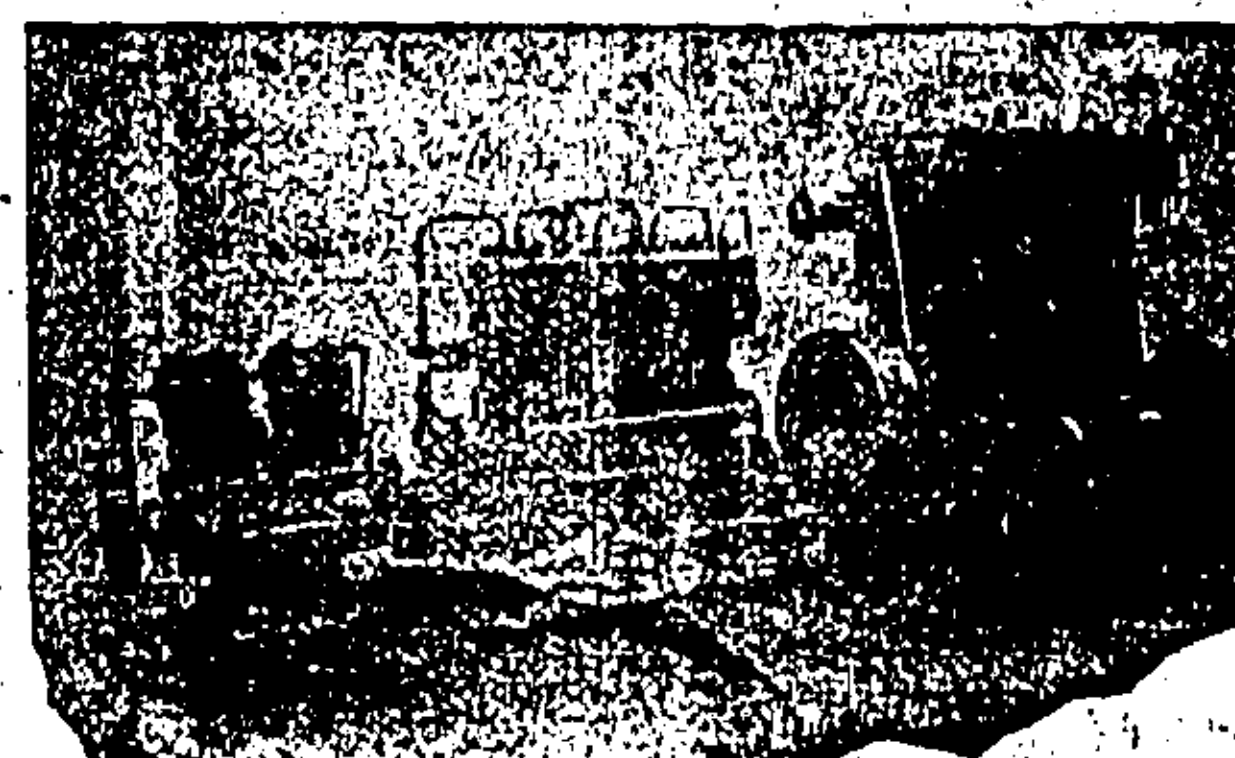
E. C. WILKS & Co.,
CONSULTING MARINE & ELECTRICAL
ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,
RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness, Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.
 " W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
 " H. W. JOHN'S CANADIAN ASBESTOS GOODS.
 Cable Address: "MARINEWORK," Hongkong.
 Telephone No. 358.
 12, Beaconsfield Arcade, Hongkong. [201]

When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" Brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905. [206]

C. W. MEAD, C.E., President and Shanghai Manager.
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

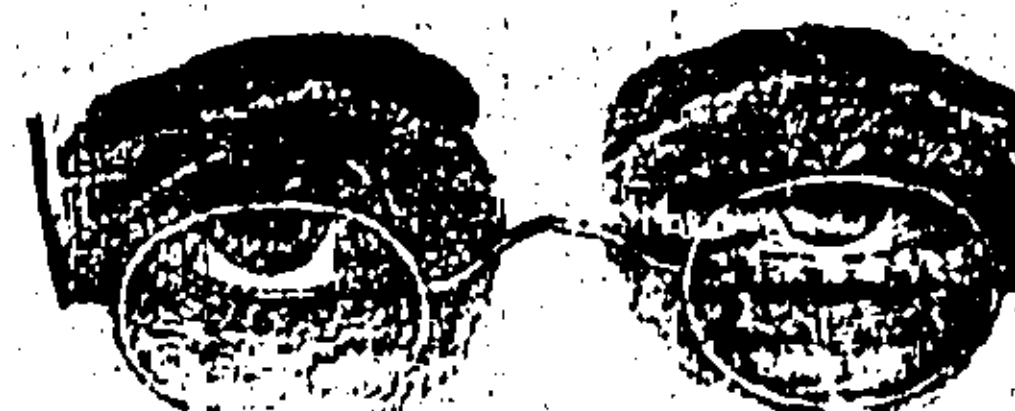
ORIENTAL CONSTRUCTION COMPANY,
CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,

HONGKONG, SHANGHAI AND MANILA.

Cable Address: WARRICK, HONGKONG.

Railway	A Speciality made of Reinforced Concrete and Concrete Piers.	Examinations of Surveys Reports and Estimates.	On all Railway or Proposed Construction Works.
Hydraulic Mining and Sanitary Engineering.			

Hongkong, 2nd February, 1905. [208]



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eye-train cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904. [44]

JAVA-CHINA-JAPAN LIJN.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From.	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half March	JAPAN VIA SHANGHAI	First half March
TJILATJAP	JAPAN	Second half February	JAVA PORTS	Second half February
TJIMAH	JAPAN	First half March	JAVA PORTS	First half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 3rd February, 1905. [14]

Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.
KOWLOON

HOTEL DES INDES.
 NOS. 2 & 3, STAMFORD ROAD,
 SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE,

Proprietor.

H. T. SARRE,

Manager.

Singapore, 4th October, 1904.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.
 MODERATE PRICES.

ELECTRIC FANS
 TO ORDER IN
 EVERY ROOM.

EUROPEAN MANAGEMENT.
 ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [27]

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [17]

WM. POWELL, LIMITED. "ALEXANDRA BUILDINGS," Des Vaux Road, FIRST FLOOR BY LIFT. OUR FURNISHING DEPARTMENT

is completely stocked with all the
newest

Art Tapestries.

Muslins.

Velvets.

Plushes.

Crêtonnes.

Roma Satins, etc., etc.

CARPETS OF EVERY DESCRIPTION AND MAKE.

Several hundred Smart Carpet
Squares, all sizes and prices.

Bedsteads, by the very best
makers only.

Upholstering done in first-class
style.

Houses completely furnished.

Special attention given to the
Shipping trade.

BLANKETS! BLANKETS! BLANKETS!

SPECIAL PURCHASE OF BLANKETS NOW ON SHOW.

LADIES' DEPARTMENT.

FOR THE RACES.

New Millinery, Sun-
shades, Dress Fabrics,
Gloves, &c., &c.

Ladies requiring Outfits are
requested to pay us an early visit.

WM. POWELL, Ltd.
HONG KONG.

Hongkong, 2nd February, 1905.

Intimations.

CHINESE NEW YEAR HOLIDAYS.

IN accordance with Government Notifica-
tions Nos. 42 and 43, the EXCHANGE
BANKS will be CLOSED for the Transaction
of Public Business TO-MORROW (SATUR-
DAY) and MONDAY, the 4th and 6th
February, 1905.
Hongkong, 3rd February, 1905. [195]

NOTICE.

A. S. WATSON & CO., LIMITED.

CHINESE NEW YEAR HOLIDAYS.

AERATED WATER MANUFACTORY
will be CLOSED on SATURDAY, 4th
February, and OPEN on MONDAY, 6th
February, 10 A.M. to 1 P.M.

The following hours of business will be
observed in ALL OTHER DEPARTMENTS:—
SATURDAY, 4th February, 10 A.M. to 1 P.M.
MONDAY, 6th February, 10 A.M. to 1 P.M.

A. S. WATSON & CO., LIMITED.

Established 1841.

Hongkong, 2nd February, 1905. [209]

NOTICE.

THE FIFTEENTH ANNUAL GENERAL
MEETING OF THE HONGKONG
BENEVOLENT SOCIETY will take place
in the CITY HALL, at 5 P.M., on TUESDAY,
February 7th.

ROSE GOMPERTZ,
Hon. Secretary.

Hongkong, 1st February, 1905. [202]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE NINETEENTH ORDINARY AN-
NUAL GENERAL MEETING OF SHARE-
HOLDERS of the above Company will be
held at the Registered Offices of the
Company, Alexandra Buildings, Des Vaux
Road, on FRIDAY, 10th February, 1905, at
Noon, for the purpose of receiving the Report
of the Directors with a Statement of Accounts
for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company
will be CLOSED from 1st to 11th February,
1905, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 26th January, 1905. [180]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-FOURTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS will be held at the Offices of the
General Managers, Pedder Street, at 12.30
P.M., on MONDAY, 13th February, to receive
a Statement of the Company's Accounts to
31st December, 1904, and the Report of the
General Managers.

The TRANSFER BOOKS of the Company
will be CLOSED from the 3rd to the 13th
February, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 26th January, 1905. [187]

THE HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SEVENTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 14th February, at 12 o'clock
Noon, for the purpose of receiving a Report of
the Directors, together with a Statement of
Accounts, declaring a Dividend, confirming
the appointment of a Director, and electing
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 31st January to the
14th February, both days inclusive.

By Order of the Board of Directors,

T. ARNOLD,
Secretary.

Hongkong, 24th January, 1905. [166]

HONGKONG AND SHANGHAI BANK- ING CORPORATION.

NOTICE is hereby given that the ORDINARY
HALF-YEARLY MEETING OF THE
SHAREHOLDERS in this Corporation
will be held at the CITY HALL, Hong-
kong, on SATURDAY, the eighteenth day of
February, 1905, at Noon, for the purpose of
receiving the Report of the Court of Directors
together with a Statement of Accounts to 31st
December, 1904.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 31st January, 1905. [195]

HONGKONG AND SHANGHAI BANK- ING CORPORATION.

NOTICE is hereby given that the REGIS-
TER OF SHARES of the Corporation
will be CLOSED on SATURDAY, the fourth,
to the eighteenth day of February, 1905, (both
days inclusive), during which period no Transfer
of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 31st January, 1905. [197]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
OF SHAREHOLDERS will be held in
the Offices of the Company, Queen's Buildings,
New Praya, on MONDAY, the 20th February,
1905, at 12 o'clock Noon, for the purpose of
receiving the Report of the Directors and the
Statement of Accounts to the 31st December,
1904.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
February, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,
Secretary.

Hongkong, 26th January, 1905. [177]

Intimations.

CIGARS.

FINEST HAMBURG MADE.

ROLAND VON HAMBURG

AT

\$4.00 per hundred.

FLOR DE MONDEGO

AT

\$5.50 per hundred.

Sold in,

AIR-TIGHT TINS

AT

TUNG CHONG WO,

98, Queen's Road Central.

Opposite Central Market.

Hongkong, 25th January, 1905. [176]

NOTICE.

THE HONGKONG AND CHINA
GAS CO., LTD., beg to notify
the Public that the PRICE OF GAS will
be REDUCED from \$3.50 to \$3.00
per 1,000 cubic feet as from the 1st
February, 1905.

GEORGE CURRY,
Local Secretary.

Hongkong, 1st February, 1905. [198]

WHY NOT THE BEST?

SEVEN GRAND PRIZES

SINGER SEWING MACHINES

AWARDED TO

ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.

Cash or Easy Monthly Payments.

Hongkong, 28th January, 1905. [48]

HONGKONG ELECTRIC TRAMWAYS.

TIME TABLE.

January, 1905, and until further notice:

KENNEDY TOWN TO CAUSEWAY BAY. (Daily)

Kennedy Town to Causeway Bay ... 7.30 A.M.

and every 5 minutes until ... 11.00 P.M.

Causeway Bay to Kennedy Town ... 6.50 A.M.

and every 5 minutes until ... 10.30 P.M.

KENNEDY TOWN TO RACE COURSE (Daily)

Kennedy Town to Race Course ... 7.30 A.M.

and every 16 minutes until ... 6.00 P.M.

Race Course to Kennedy Town ... 6.50 A.M.

and every 16 minutes until ... 6.40 P.M.

CAUSEWAY BAY TO SHAIKUAN (Daily)

Causeway Bay to Shaikuan ... 7 A.M.

and every 18 minutes until ... 10.18 P.M.

Shaikuan to Causeway Bay ... 7.30 A.M.

and every 18 minutes until ... 10.54 P.M.

WORKMEN'S CARS. (Daily Except Sunday).

Quarry Bay to No. 2 Police Station ... 6.55 A.M.

No. 2 Police Station to Quarry Bay ... 5 P.M.

Kennedy Town to Central Market ... 6.55 A.M.

Central Market to Kennedy Town ... 5 P.M.

Special tickets for School Children may be
obtained on application to the General Manager.
Price 100 Tickets \$5.

Special Cars may be arranged for on appli-
cation to the General Manager.

Special Race Course cars leave the Hong-
kong Hotel (daily except Sundays) at 6.15,
and 6.30 A.M. returning from the Race Course
at 8.15, and 8.30 A.M. respectively.

J. GRAY SCOTT,
General Manager.

Hongkong, 20th January, 1905. [158]

HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.00 a.m. ... Every 10 minutes.

9.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.00 a.m. to 11.30 a.m. ... Every 15 minutes.

11.30 a.m. to 12.00 p.m. ... Every 10 minutes.

12.00 Noon to 1.00 p.m. ... Every 15 minutes.

1.00 p.m. to 1.30 p.m. ... Every 10 minutes.

1.30 p.m. to 2.00 p.m. ... Every 15 minutes.

2.00 p.m. to 2.30 p.m. ... Every 10 minutes.

2.30 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 3.30 p.m. ... Every 10 minutes.

3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

4.00 p.m. to 4.30 p.m. ... Every 10 minutes.

4.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 5.30 p.m. ... Every 10 minutes.

5.30 p.m. to 6.00 p.m. ... Every 15 minutes.

6.00 p.m. to 6.30 p.m. ... Every 10 minutes.

6.30 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 7.30 p.m. ... Every 10 minutes.

7.30 p.m. to 8.00 p.m. ... Every 15 minutes.

8.00 p.m. to 8.30 p.m. ... Every 10 minutes.

8.30 p.m. to 9.00 p.m. ... Every 15 minutes.

9.00 p.m. to 9.30 p.m. ... Every 10 minutes.

9.30 p.m. to 10.00 p.m. ... Every 15 minutes.

10.00 p.m. to 10.30 p.m. ... Every 10 minutes.

10.30 p.m. to 11.00 p.m. ... Every 15 minutes.

11.00 p.m. to 11.30 p.m. ... Every 10 minutes.

11.30 p.m. to 12.00 a.m. ... Every 15 minutes.

12.00 a.m. to 12.30 a.m. ... Every 10 minutes.

12.30 a.m. to 1.00 a.m. ... Every 15 minutes.

1.00 a.m. to 1.30 a.m. ... Every 10 minutes.

1.30 a.m. to 2.00 a.m. ... Every 15 minutes.

2.00 a.m. to 2.30 a.m. ... Every 10 minutes.

2.30 a.m. to 3.00 a.m. ... Every 15 minutes.

3.00 a.m. to 3.30 a.m. ... Every 10 minutes.

3.30 a.m. to 4.00 a.m. ... Every 15 minutes.

4.00 a.m. to 4.30 a.m. ... Every 10 minutes.

4.30 a.m. to 5.00 a.m. ... Every 15 minutes.

5.00 a.m. to 5.30 a.m. ... Every 10 minutes.

5.30 a.m. to 6.00 a.m. ... Every 15 minutes.

6.00 a.m. to 6.30 a.m. ... Every 10 minutes.

6.30 a.m. to 7.00 a.m. ... Every 15 minutes.

7.00 a.m. to 7.30 a.m. ... Every 10 minutes.

7.30 a.m. to 8.00 a.m. ... Every 15 minutes.

8.00 a.m. to 8.30 a.m. ... Every 10 minutes.

8.30 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 10 minutes.

9.30 a.m. to 10.00 a.m. ... Every 15 minutes.

10.00 a.m. to 10.30 a.m. ... Every 10 minutes.

10.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.00 a.m. to 11.30 a.m. ... Every 10 minutes.

11.30 a.m. to 12.00 p.m. ... Every 15 minutes.

12.00 p.m. to 12.30 p.m. ... Every 10 minutes.

12.30 p.m. to 1.00 p.m. ... Every 15 minutes.

1.00 p.m. to 1.30 p.m. ... Every 10 minutes.

1.30 p.m. to 2.00 p.m. ... Every 15 minutes.

2.00 p.m. to 2.30 p.m. ... Every 10 minutes.

2.30 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 3.30 p.m. ... Every 10 minutes.

3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

4.00 p.m. to 4.30 p.m. ... Every 10 minutes.

4.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 5.30 p.m. ... Every 10 minutes.

5.30 p.m. to 6.00 p.m. ... Every 15 minutes.

6.00 p.m. to 6.30 p.m. ... Every 10 minutes.

6.30 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 7.30 p.m. ... Every 10 minutes.

7.30 p.m. to 8.00 p.m. ... Every 15 minutes.

8.00 p.m. to 8.30 p.m. ... Every 10 minutes.

8.30 p.m. to 9.00 p.m. ... Every 15 minutes.

9.00 p.m. to 9.30 p.m. ... Every 10 minutes.

9.30 p.m. to 10.00 p.m. ... Every 15 minutes.

10.00 p.m. to 10.30 p.m. ... Every 10 minutes.

10.30 p.m. to 11.00 p.m. ... Every 15 minutes.

11.00 p.m. to 11.30 p.m. ... Every 10 minutes.

11.30 p.m. to 12.00 a.m. ... Every 15 minutes.

12.00 a.m. to 12.30 a.m. ... Every 10 minutes.

Intimations.

A. S. WATSON & CO.,
LIMITED.

**WINE AND SPIRIT
MERCHANTS.**

ESTABLISHED
1841.

ALEXANDRA BUILDINGS.

EXTRACT:

"I HAVE TAKEN PLEASURE
IN PRESENTING YOUR BRAND
(WATSON'S CELEBRATED E.
BLEND) AS THE FINEST
SCOTCH WHISKY I COULD
PROCURE."

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.

ESTABLISHED 1841.

Hongkong, 13th January, 1905.

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(Wm. Powell & Co.'s old premises).

AFTER-DINNER LIQUEURS.

per dozen.

Peppermint ... \$29.80

Creme de Menthe glaciale ... 29.80

Curacao, Red, White or Green ... 29.80

Apricot Brandy ... 36.20

Creme Cacao Chouao ... 29.80

and 20 other varieties of French Liqueurs
from Messrs. Marie Brizard and Roger of
Bordeaux.

N.B.—All our Wines and Spirits are bottled at
home, thereby ensuring to our Customers
all the advantages accruing from bottling
done at home under the direct supervision
of the Growers and Distillers as compared
with bottling done in China by Chinamen
at the service of European Firms.

Hongkong, 9th December, 1904.

NOTICE

All communications intended for publication in
"The HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the
world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 3, 1905.

LOCAL AND GENERAL.

IN a football match at Causeway Bay last
evening the Y. M. C. A. (Chinese Department),
scored 3 goals against the Moslems 1.

A CASE of plague, the thirteenth since the
beginning of the year, has been notified as
having occurred in the New Territory.

THE Hon. Treasurer of the Alice Memorial and
Nethersole Hospital begs to acknowledge with
thanks the following donations to the funds of
the Hospitals:—G. Murray Bain \$25; Dr. G.
H. Bateson Wright \$20.

TO-MORROW being China New Year's Day
there will be no issue of the *Hongkong Tele-
graph*. We take this opportunity of wishing
members of the native community a happy and
prosperous year.

IN his report on the work of the East-end
Wesleyan Mission, the Rev. Peter Thompson
refers to the excessive number of publichouses
in the neighbourhood of St. George's and says
that one morning in a street containing only
100 houses were found 27 women with black
eyes.

MR. William O'Brien, M.P., in the *Irish Inde-
pendent*, says "one no longer hopes for any
heroic measures like Home Rule in the face
of a dying Parliament." He adds:
"Parnell's dream has come to pass, and Ireland
holds the Government in the hollow of her
hands."

THE *Daily Mirror* gives a description of the
way in which a New Year's greeting was sent
to it from the *Kronland* in mid-Atlantic. But
it does not give the greeting itself. This is the
worst of Yellow news enterprise—the padding
has such an evil habit of coming to hand before
the facts.

THE German Consul-General in India has
sent Home from Simla a striking report, in
which he shows that the Indian differential
duties on sugar have practically killed the
German and Austrian imports into India. The
Javan and British sugar shows a correspond-
ing increase.

THE Central News learns that the turbine
destroyer *Caroline*, which was run out of the
Thames to join the Russian fleet, is still lying
at Libau. The vessel's machinery has become
so deranged that the Russians have been un-
able to find artificers sufficiently skilled to
repair the damage.

THE long-drawn out appeal case, Chan Tsz
U versus the Attorney General, which has oc-
cupied the attention of both his Majesty's
Judges for a very considerable time closed to-
day. It is, as our readers by this time are
only too well aware, an appeal from the deci-
sion of the Land Court in the New Territory.

By kind permission of Col. Caulfield and
officers, the Band of the 110th Mahatta Light
Infantry will play the following selection
at the Hongkong Hotel, to-morrow evening,
(Saturday), the 4th inst.:—

March ... "Austria" ... Nowtury.
Selection ... Harry Dacres Song ... Adams.
Valse ... "Gipsies" ... Crowe.
Song ... "Traumerei" ... Seltsman.
Selection ... "Stephen Adams popular Song" ... Williams.
Quadrille ... "Cox and Box" ... Coote.
God save the King.

THE funeral took place this morning of
Mr. A. Wright, architect and surveyor, who
died at the Government Civil Hospital early
yesterday morning. The deceased had been
in failing health for a long time, and was
an inmate of the Hospital for four months
in the latter half of last year, suffering
from paralysis. He had a relapse in Decem-
ber last, and shortly afterwards had to return
to the Hospital, where he succumbed as
stated. He was a native of Australia and was
four-two years of age. He was principally
employed by Mr. Chan A King, the well-
known contractor.

IN the action Sayce v. Nomura, in which the
former sought to recover \$100, being the value
of eight cases of dates, entrusted to the latter,
His Honour Judge Sercombe Smith gave
judgment yesterday for the defendant with
costs. It appeared that the plaintiff had the dates
in his possession for five months, before in a
friendly way he asked defendant if he could sell
them. Defendant took the fruit to Japan but
on arrival found the goods musty and unsale-
able. He returned the dates to Hongkong
when plaintiff, who was paying him no com-
mission for his trouble, entered suit against
him for damage to the dates.

WE have already recorded that among the gifts
presented to the Empress Dowager of China
on her birthday was "a beautiful diamond"
from a high official. It subsequently turned
out to be cut-glass. A home journal thinks
that the Dowager is now doubtless instructing
that high official in the meaning of diamond-
cut-glass-diamond.

THE boxing display at the City Hall to-morrow
evening promises to be a really good show.
Hongkongites have had no little reason to
complain of some of the boxing competitions
foisted upon them by professionals, but this
seems to be real genuine business. Tickets
have sold well and considering the fact
that it is a holiday, there is almost sure
to be a large attendance. In addition to
two preliminary bouts, Sam Newman, will
antagonise Roberts the welter weight champion
of the 2nd R. W. Kents and Christie, late of
Metropole Hotel, will oppose King the middle
weight champion of the same Regiment. The
bouts will be sixteen and fifteen rounds,
respectively, and are expected to be highly
interesting.

AT a meeting of the Sanitary Board on
Tuesday next, the President, pursuant to
notice, will move:—That the Board, under the
provisions of section 30 of the Public Health
and Buildings Ordinance, 1903, deputise Mr.
W. W. Pearce and Dr. F. Gröbe to institute
summary proceedings before a magistrate
against any person contravening any of the
by-laws duly made under section 16 of the
Public Health and Buildings Ordinance, 1903.
That the Board, under the provisions of section
236 of the Public Health and Buildings Ordinance,
1903, deputise Mr. W. W. Pearce and Dr.
F. Gröbe to institute summary proceedings
before a magistrate for the recovery of any
penalty imposed by part II of the said Ordinance
or any by-laws made thereunder.

BEACHCOMBERS.

A MANILA SUGGESTION.

Some of the ports in the Orient do not enjoy
the immunity from beachcombers that Manila
has enjoyed for a long time, and the *Straits Times*
comments at length upon the character-
istics and vagaries of the beachcomber in
general, not neglecting to give the Philippines
a gentle dig on the score of furnishing material
of which to make beachcombers; basing its
homily upon the tragedy which occurred in
Hongkong, the murder of a boat woman by
three beachcombers, one of them an American
boy who had gone wrong under the enervating
influence of Oriental life.

After describing the successive steps by
which a self-respecting sailor descends to the
level of the human derelict the *Straits Times*
says: At the present time there are other
prowling sources from which beachcombers
come—ex-soldiers from the Philippines, ne'er-
do-wells from the new China railways, and
broken men from every quarter. These haunt
the grogshops with eye alert for Tommy Atkins,
or Jack Ashore with pockets flush. They toil not,
neither do they spin. They lower the status of
Europeans in Oriental eyes. They stop people
on the streets to beg for money which, if forth-
coming, they spend in drink and, in some
places, they terrorize women into giving them
money for the same purpose. The terrible
event at Hongkong shows to what an extent
some of them are capable of going.

It is true that some of the discharged soldiers
from the Philippines have drifted over to the
Chinese coast and, having fallen into straitened
circumstances, have become a burden upon
the community. Probably not so many
Americans have become vagrants in Hong-
kong—the nearest colonial port however,
as have right here in Manila, and yet the
vagrant population has never become one of
the questions of government here, and if it
were handled in a similar way in the other
Oriental ports we do not think that it would
give much trouble. Manila has been made a
very inhospitable spot for beggars, beachcom-
bers and vagrants of different classes, and this
has operated to keep them away from Manila
very largely, while the method of dealing with
those of our own nationality has been as simple
as adding two and two. The laws of the Phil-
ippines in their administration draw a sharp
line between the worthy indigent, and the
worthless vagrant, but it does this with both of
them. It provides for placing them where they
will not be a tax upon or a discredit to the
community. The indigent is assisted in get-
ting back to his own proper community. The
vagrant is sent to prison and made to perform
enough productive labour to equal the cost of his
keeping, and after a reasonable sojourn within
prison walls, if any community owns him, he is
sent back to it, pardoned, on condition that he
never attempts to re-enter the Philippine islands.
The result of this energetic method of handling
the vagrancy question is that vagabonds steer
clear of Manila in the vast majority of in-
stances, while those who drift into the life here
meet with every discouragement and are finally
shipped away to their native land, where there
is a possibility of their regaining some of their
lost character. The temperate zone is not so
conducive to idleness as the tropics.

Judging by the article in the *Straits Times*
and by reports of some of our residents who
have travelled recently in some of the other
Asiatic countries, the beachcomber, the beggar,
the vagrant, the loafer and the tramp constitute
a considerable, if not a formidable, class the
handling of which furnishes no easy problem
which the government has to solve. We can
recommend to the authorities a regimen simi-
lar to that in vogue in our own city. If a simi-
lar course were to be pursued persistently by
all the governments of Asia we do not doubt
that, in the course of a very few months this
entire side of the world would acquire a
dubious reputation in the lore of vagrancy
that the undesirable class would seek Elysian
fields in some other quarter of the globe and
treat the Orient with very much to be desired
inattention.—*Manila Times*.

CHINA'S NEUTRALITY.

JAPAN'S REPLY TO RUSSIAN NOTE.

Mr. M. Noma, Consul for Japan, has kindly
forwarded to us the following telegram:—

Shanghai, January 31st, 1.2 p.m.

Communication of the Japanese Government
addressed to the Powers relative to the Russian
Note:—"The attention of the Imperial Govern-
ment has been drawn to the communication
recently addressed by Russia to the Powers on
the subject of the neutrality of China. The
duty of defending China against the designs of
Russia does not devolve on the Imperial
Government, but so far as those accusations
call in question the good faith and loyalty of
Japan to her engagements, the Imperial Gov-
ernment feels bound to repel them.

(1) Russia indirectly suggests that the cap-
ture of the *Reshetelni* involved the violation of
Chinese neutrality on the part of Japan. The
capture in question was, on the contrary,
nothing more than a neutral and inevitable
measure of self-defence made necessary
by the prior disregard of China's neutral-
ity by Russia. The facts of the case were
fully explained by the Imperial Government at
the time, and it is consequently unnecessary to
repeat them in the present Note.

(2) It is next asserted in the Russian com-
munication that it has been ascertained many
times: (a) that bands of Chunchuses, operating
in neutral territory, were commanded by
Japanese officers; (b) that a whole detachment
of these Chunchuses have been enrolled on in-
stituted method, and are in the pay of the Japanese
Government; (c) that Japanese military in-
structors are constantly making private agree-
ments among the Chinese soldiers stationed
along the northern boundaries. It has been
repeatedly ascertained that these reports are
one and all wholly and absolutely without founda-
tion. The Imperial Government consequently,
categorically and without qualification or
reservation, deny them, and declare that Russia
cannot produce any evidence worthy of credence
to support their so-called ascertained charges.

(3) It is next stated that it has been estab-
lished that the Japanese have been using Miaotao
Island as a naval base for operations. Noth-
ing of the kind can be established, for the
sufficient reason that the accusations are
destitute of truth. As a matter of fact, how-
ever, those islands were used by Russia as a
naval base until the blockade of Liaotung
peninsula was proclaimed; and thereafter, until
the fall of Port Arthur, they were made use of
as a place of call for military junks employed
by Russia in smuggling military stores through
the blockade of Port Arthur from the Shantung
province. During this latter period, Japanese
men-of-war, it is true, cruised in the neigh-
bourhood of these islands when they were ap-
proachable. It was deemed necessary to keep
watch on the movements of these junks, but
that a naval base in any sense of the word was
ever created there by Japan is absolutely
denied. It may be added that it was within the
territorial waters of this Miaotao group that in
March, 1904, the privately-owned Japanese
steamer *Hunei Maru* was fired on and sunk by
a Russian man-of-war.

(4) It is further charged that we are import-
ing into Dalny from Chefoo and other Chinese
ports great quantities of contraband of war.
The Imperial Government does not deny that
they have obtained from Chefoo, through private
persons, supplies for their forces in the field,
neither do they deny that these articles, having
in view their destination, were contraband of
war; but they do deny that this constituted a
breach of China's neutrality either on the part
of Japan or China, as trade in contraband is not
interdicted by international law—it is car-
ried on subject to right of hostile capture. The
fact that Russia is not now in a position to
exercise that right is not sufficient to make
illicit traffic what would otherwise be entirely
licit. Russia did not regard trade with China
in contraband as a violation of China's neutral-
ity so long as she was in the possession of Port
Arthur and was able to benefit by it. This is
shown by the fact that during the siege she
drew a large portion of her military supplies
for the fortress from China. Some idea of the
extent of the traffic may be gathered from the
fact that no less than half-a-dozen steamers and
many tens of junks were captured in attempting
to pierce the blockade. Beside, we have several
instances in which Russia, unlike the Japanese
army, which obtained supplies from private
individuals, herself fitted out vessels at several
Chinese ports and transported contraband goods
in them in flagrant violation of China's
neutrality.

(5) The complaint that the Government shops
at Hanyang are furnishing cast-iron to the
Japanese army stands practically on the same
footing as the charge last above referred to.
The facts of the case are as follows:—About
four years ago a private firm in Japan entered
into contract with the Hanyang foundry for the
supply of a certain quantity of pig iron. The
Imperial Government was not a party to the
contract, neither had they anything to do with
the transaction. The due fulfilment of the
contract in question furnishes the only founda-
tion for the accusation under this head.

(6) It is finally alleged in the Russian com-
munication that the Chinese are no longer
satisfied with a violation of neutrality in the
directions indicated, and are making serious
preparations with the apparent intention of
taking an active part in the military operations,
and that a feverish excitement, dangerous alike
to all Europeans, prevails amongst the Chi-
nese people, who are constantly being aroused.
This condition of things, it is asserted, is due
to the actions of the Japanese, and to their
intimidating the Chinese. This is as hard on
the Government at Peking as on the Japanese.
It is difficult to imagine how it would be pos-
sible to frame charges more mischievous or
more remote from the actual facts, than these
theories. The assertion that the Chinese are
making preparations with the intention of
taking part with the Japanese in the hos-
tilities is entirely destitute of truth. That
there is at the present moment in China any

anti-foreign movement, or an increase in the
anti-foreign feeling is equally unfounded. That
Japan has attempted to draw China into the
conflict or to cause a recrudescence of anti-
foreign sentiment in China is precisely contrary
to the facts which our Imperial Government
believe to be within the knowledge of all the
Powers. At the beginning of the war our Im-
perial Government agreed to the localization
of warfare operations and engaged to respect
the neutrality of China outside the belligerent
zone provided that Russia, making a similar
engagement to the Powers, should in good faith
fulfil the conditions of the engagement. Our
Imperial Government loyally and in good faith
kept their engagement and they have no other
intention than to continue to do so. They have
at all times since the outbreak of hostilities
watched with the utmost vigilance the course
of events in China and have repeatedly, when-
ever occasion arose, advised the Chinese Gov-
ernment in the strongest manner possible to
maintain an attitude of strict neutrality and to
take all necessary steps to protect the lives
and property of foreigners. They will feel
bound to pursue the same course in future if
the situation in China at any time becomes
such as to make similar action necessary or
desirable. The conclusion of the Russian
communication makes it abundantly clear that
the motive of the Russian Government in
formulating the baseless accusation which it
contains was to relieve themselves of an engage-
ment, the terms of which, with the progress of
the war, are no longer to their advantage."

Statement presented to the Powers together
with the foregoing communication:—

"Statement of some of the more conspicuous
instances in which Russia has violated the
neutrality of China:—

(1) It is a notorious fact that Russia frequently
dispatched her troops into Mongolia for the
purpose of imposing military tariffs, and that
she appropriated to military use horses, pro-
visions, etc., collected from that province.

(2) In October last Russia chartered at
Tientsin the German merchant steamer *Fuping*
and loaded her with arms, ammunition, pro-
visions, etc. The vessel was placed under the
control and direction of a Russian military
officer, Capt. Wasiyurhab Wichesekalt, and
was to run the blockade at Port Arthur; how-
ever, she was captured by one of the Imperial
men-of-war off Pehuluchengiao and taken to the
Sasebo Prize Court, where the foregoing facts
were disclosed upon examination.

(3) In December last Russia attempted to
forward from Kalgan to Port Arthur 3,000,000
rounds of small ammunition concealed in 2,330
sheepskin packages, which were addressed to
the Chinese authorities at Fengtai; the latter
also sedulously forwarded from Kalgan and
other places about 4,000 packages of the same
description and 3,000 sets of saddles at
Houankwafu, all of which had been clandestinely
forwarded by Russia. Judging from the
manner in which this was despatched and the
enormous quantity, it is evident that these
articles were intended for military purposes to
be used at the theatre of war.

(4) In June last, wireless telegraphic ap-
paratus was installed within the compound of the
Russian Consulate at the treaty port of Chefoo
and at other places, whereby direct communica-
tion was established with Port Arthur fortress.
In utter defiance of the protests from the
Chinese authorities, the apparatus was main-
tained and continued in use.

(5) It is well known that the Russian gun-
boat *Manjur*, which lay in the port of Shang-
hai at the outbreak of hostilities, unwarrantably
refused to leave port for several weeks after
the demand for her immediate departure had
been made by the Chinese authorities, and it
was only after prolonged negotiation that the
commander of the vessel finally agreed to dis-
arm her. In consequence of the naval en-
gagement of the 10th August last, the *Askold*
and *Grozevo* took refuge at Shanghai, and
their commanders refused, under various
pretexts, either to leave the port or disarm the
men-of-war. It was only after several weeks
negotiation that the vessels eventually disarmed.
It had been learned that, in November
last, when the members of the crew of the
Reshetelni were on their way from Chefoo to
Shanghai to be interned there, the commander
illicitly left the transport at Woosung on the
pretence of paying a visit to the Russian Con-
sulate and escaped to Europe on board a steam-
er which left the port for Europe on the same day.
This he did in total disregard of the internment
enforced on him by the Chinese Government,
and, as if in approval of his action, he has since
been decorated by the Emperor of Russia.
Later on the crew of the *Rastorophy* were also
to be interned at Shanghai. The commander
of the said man-of-war, Paul Mikhail Owich-
plen, and the sub-lieutenant, Klawdy Valentin
Owichsechen, secretly found their way on to a
merchant ship called the *Nigrelia*, and
attempted to escape to Vladivostok in the dis-
guise of freight agents. They were discovered
by the Imperial Japanese navy, and confessed
the above acts at the Sasebo Prize Court.

(7) In December, Lieutenant Commander
Mizenroff, second in command of the *Poltava*,
and seven others, including a naval officer,
reached Chefoo in a small sailing vessel from
Port Arthur, whereon negotiations were opened
with the Russian Consul by the local authori-
ties demanding that these Russians were to be
interned in China but the Russian Consul, on
the pretence of being merciful, allowed them to
escape to Tientsin and other localities.

(8) With a view to limiting the area of hostile
operations in the present war to as small a zone
as possible, the Imperial Government has in-
variably respected China's neutrality in the
region west of Iaocho, but Russia has repeatedly
violated it, and is at this moment stationing
a large force of her army in that region."

SEVERAL hundred London County Council
tramcar drivers and conductors attended their
annual church parade recently at St. Mark's,
Kennington. We wonder if the collection was
duly recorded on bell punches?

TELEGRAM.

THE WAR.

RECENT FIERCE FIGHTING.

THE CASUALTIES.

Mr. M. Noma, Consul for Japan, has
kindly forwarded to us the following tele-
gram:—

Tokio, and February, 8.40 p.m.

Marshal Oyama, reporting the details of
fierce fighting from the 25th to 29th January
when the enemy was driven to the right of
the Hunho, says that the enemy consisted
of the First Siberian Army Corps, the
Second and Fifth brigades of Sharpshooters,
a part of the Eighth Army Corps, the 61st
Siberian Reserve Division and some Chas-
seurs, etc., making in all a total of at least
seven divisions with one cavalry division.

Our casualties were about 7,000; the
enemy's losses were also considerable.

The prisoners say that the four regiments
of the Russian infantry were nearly annihi-
lated, many of the companies being reduced
to twenty or thirty men each; the total
Russian casualties must be at least 10,000.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by
Correspondents in this column.)

DESTITUTE SEAMEN.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—In the numerous articles and corres-
pondence which have been appearing in the
Press of the Colony since the publication of
His Excellency's scheme to provide for desti-
tute seamen there is one point of importance
that seems to have been lost sight of by the
writers. I believe it is generally known that
some eighty or ninety per cent. of these unfor-
tunate men are foreigners, in the strict sense
of the word, and this suggests the question as
to whether the various Consuls of the different
nations in Hongkong could not do something
towards getting their stranded countrymen
away from the Colony. It would, of course, be
improper to ask what powers they have in this
matter, but I learn on good authority that, in
some instances, where the destitute men can
prove their nationality to their respective Con-
suls, these officials have the power to issue cer-
tificates and ship them homewards. At Singapore
they have to inquire whether their respective
Consuls can find employment for them, and
if not they proceed to Colombo making similar
inquiries and, if unsuccessful, proceed to the
next port until eventually, if no work is forth-
coming, they reach their homes. Cases are
not unknown here where warships have taken
destitute seamen away from the Colony, and
there is no reason why such a procedure should
not again be followed. If the Hongkong Be-
nevolent Society receives the necessary support
and is able to place the deserving cases in the
Sailors' Home, the matter will be taken a long
way towards solution. The men would get
good plain food and sound advice, both of
which should "buck them up," in body and
soul, and induce some of our employers of
labour at the many yards in the Colony to give
them an opportunity of proving their worth.
This is how the matter occurs to me, and with-
out discussing the question of the payment of
the \$60 to the Home, which I am glad has at
length been put before the public in its true
light, I send this aboard your ship as from
AN OLD SALT.

Hongkong, 3rd February, 1905.

SIR CHAS. HARDINGE, BRITISH
AMBASSADOR AT ST.
PETERSBURG.

In view of the frequent allusions now being
made to Sir Charles Hardinge, it may not be
uninteresting to learn a few details of his
career. He was appointed British Ambassa-
dor at St. Petersburg on the retirement of Sir
Chas. Scott, and if he is comparatively young
in years for so important an office—he is only
forty-seven—he is of long and varied experi-
ence in diplomacy, Berlin, Washington, Sofia,
Bucharest, Paris, Teheran, and St. Petersburg
—he has done duty at all these places and has
always been marked out as a man possessed of
many capabilities. He has an exceptional gift
for the acquirement of languages, and is a
master of three of the most difficult—Persian,
Turkish, and Russian. All three he acquired
whilst in residence at the respective Embassies
of the three countries, proving himself, truly,
a man who makes the most of his opportuni-
ties, and is not inclined to waste his time.
There is no doubt that his knowledge of Rus-
sian has gone far towards gaining him his new
appointment, and at any time, moreover, it
added considerably to his pay, for liberal allow-
ances are made to attachés for a knowledge of
certain foreign languages, and Sir Charles
Hardinge receives payment for at least three.
Sir Charles is an old Harrow boy, and was
educated also at Trinity College, Cambridge,
where he distinguished himself by graduating
in Mathematical Honours. He is a brother of
Viscount Hardinge, his wife is a Bachamber-
woman to the Queen. In appearance he is well
set up and soldier-like, and by reason of his
geniality he is very popular with a large circle
of friends.

SHIPPING AND MAILS.

MAILS DUE.

American (China) 6th inst.
French (Caledonia) 6th inst.
Indian (Gregory Apar) 6th inst.
German (Prins Sigismund) 13th inst.
Canadian (Empress of Japan) 13th inst.
Indian (Laisang) 14th inst.
American (Manchuria) 25th inst.

The P. & O. S. N. Co.'s s.s. *Pekin* left Singa-
pore for this port on 2nd inst., at 6 a.m.

The P. & A. s.s. *Aragonia* sailed from Port-
land, Oregon, on 30th ult., and is due here on
3rd prox.

The M. M. Co.'s s.s. *Caledonia*, with the
next French Mail, left Saigon to-day at 8 a.m.,
for this port.

The O. S. S. Co. & C. M. S. N. Co.'s s.s.
Patrolus from New York left Singapore on
1st inst., and is due here at daylight on 7th inst.

TELEGRAMS.

[Reuter's.]

The War.

RUSSIAN CASUALTIES AND JAPANESE PRISONERS.

LONDON, 1st February.

The *Telegraph's* Tokyo correspondent wires that the Russian casualties between the 25th and 29th January are now estimated at from 36,000 to 42,000, the Japanese at 7,000.

General Sakharoff estimates the Japanese prisoners at over three hundred.

[It will be seen from the Consular telegram printed elsewhere in this issue that the Russian casualties are greatly exaggerated.—ED., H.K.T.]

The St. Petersburg Strikes.

TSAR TO RECEIVE DEPUTATION.

The St. Petersburg police yesterday surprised a meeting of strikers in a tavern; the police fired, wounding four of the strikers, and killing a girl.

Later.

The Tsar to-day receives a deputation of workmen at Tsarskoe Selo; General Prince Sviatopolk-Mirsky, Minister of the Interior, has finally resigned.

Except at Warsaw, where there is still considerable ferment, the Russian provinces seem generally settling down.

THREE HOUSES ABLAZE

IN QUEEN'S ROAD, CENTRAL.

Shortly after 6.30 p.m. yesterday fire broke out on the second story of No. 97 Queen's Road, Central, the residence of Chen Yuk Cheung, of the Nam Loong firm, which has a shop on the ground floor. The house is situated on the south-western side of the Central Market. The fire appeared to burst out very suddenly, and spreading to the adjoining houses, on each side, the upper storeys were soon one sheet of flame, and the Colonial Hotel was in imminent danger of becoming ignited as the wind was blowing strongly in that direction, and carrying dense clouds of sparks, like molten gold, far over the adjoining houses and the Central Market. Members of the Fire Brigade, under Chief Inspector Baker, were soon on the scene, and found difficult work before them as the fire burned so fiercely and so quickly that it had made considerable headway before they could possibly get a hold of it. The fire was, however, confined to Nos. 95, 97 and 99 Queen's Road, and the Colonial Hotel was saved, but only in the nick of time, as the flames were already licking the window frame of the house immediately adjoining the hotel. Thousands of spectators, of whom a large number were Europeans, stood around to view the sight, while blue-jackets from some of the men-of-war in the harbour lent their aid in fighting the fire. Inspector Dymond had hard work in keeping the crowd of curious, gaping natives out of the way of the busy workers. After about an hour's strenuous labours the fire was entirely controlled, but not before the second and third storeys of the premises mentioned were completely gutted, and the lower storeys damaged by water. The glare was so great that from Kowloon it gave the impression of an entire village being on fire. The premises are insured to their full value with the L'Urbaine Fire Insurance Company for \$35,000, the Imperial Insurance Company for \$10,000, and the Tung U Insurance Company also for \$10,000. The greatest credit is due to the Fire Brigade for the way in which, in the face of such odds, they prevented any spread of the fire.

SHIPPING JETSA.

A captain of a steamer which cleared from Manila recently said that the number of British steamers laden with coal between Port Arthur and the Indian Ocean was probably greater than ever before.

S.S. "RHENANIA."

We are informed that the Hamburg-America line will give an entertainment on board the new steamer *Rhenania*, Capt. J. Behrens, on Monday, 6th inst., from 4 to 6 p.m. All friends, who would like to see the modern cabin arrangement on board this fine ship, full particulars of which appeared in our last evening's issue, are respectfully invited.

THE "LEGASPI."

No further news of the *Legaspi* has been received since the cable to Collector of Customs Shuster from Hongkong two days ago, says the *Manila Times*. At the request of Senator Iribar and the Spanish Consul, the Japanese Consul cabled the War Office at Tokio for confirmation of the *Legaspi's* presence in Port Arthur, but up to noon to-day no reply had been received. The Consul stated that the news would have to come through official channels and very likely would not be received before to-morrow night, and that owing to the confusion in Port Arthur harbour a ship might be lying outside and her identity a matter of question.

Very few merchant marine officers in Manila believe that the *Legaspi* has been lost, and the fact that she is still afloat. The ship has been a generation in these waters and has withstood some of the strongest typhoons in the history of China waters, and how she could completely disappear in ordinary weather, in the track of the many vessels running between here and Hongkong without leaving some sign or trace of her fate, can be explained only on the theory that she encountered some floating mine from the coast of Formosa which had broken loose from its moorings.

Even was she blown up in this manner and went to the bottom there would be plenty of fragments to be found in the vicinity.

TANJONG PAGAR DOCKS.

THE RECONSTRUCTION SCHEME.

The Colonial Secretary has courteously forwarded a copy of the report "on the proposed reconstruction of wharves and extension of dock accommodation by Messrs. Goudie Son and Matthews and Mr. L. R. Nicholson." It is accompanied by a plan with the reconstruction and alterations shown in red, and this indicates graphically the extent of the proposed works to which the text refers.

Mr. Matthews was consulted on February 29 to consider and report on Mr. Nicholson's recommendations. The latter gentleman went home in June and had frequent consultations with Goudie Son and Matthews.

EXISTING FACILITIES AT TANJONG PAGAR. Speaking of the disadvantages attending the use of timber in the existing wharf, the report says:

"The teredo, a marine worm, being extremely active in these waters, structures of timber are considerably and rapidly effected thereby; in fact, works of this description, cannot under any circumstances, be considered as of a durable or satisfactory character, having regard to the prevailing conditions. As an indication of the activity of worm action at Tanjong Pagar, we may observe that it has recently been found necessary to renew a section of the wharf which was rebuilt only four years ago. Timbers which are reputed to resist worm action, under ordinary conditions, have been tried at Singapore, but not with satisfactory results, piling, of such material, being riddled by the worm, to a depth of some inches, after a period of immersion of from six to seven years. Creosote and other preservatives, which are effective under some conditions, do not afford any appreciable protection, or add materially to the durability of timber structures, where the worm is so active as at Singapore."

And it points out that during eleven years the cost of repairs, exclusive of extensions, is £36,753, of which £13,247 was spent in 1903; when specially heavy renewals were necessary. A wharf with a wooden floor, where trucking is done, is a source of double expense from rapidity of wear and increased labour in trucking over an uneven surface.

IRREGULAR FACE LINE. The irregular face line, it is pointed out, is disadvantageous in the days of modern large steamers and large cargoes. The present depth alongside the wharves at L. W. O. S. T. is thus shown:

	Less than ft.	ft. over
Jardine's Wharf	31ft	25-30 30-33 33ft
Projecting Wharf	43ft	
Main Wharf	2,650ft	1,050ft 44ft 45ft
Sheers Wharf	180ft	18ft
Back East Wharf	520ft	
East Wharf	955ft	290ft
Total 7,48 lineal ft.	5,060ft	1,535ft 44ft 45ft

Thus only one third of the wharfage is available for vessels drawing more than 25ft, and if the sections without warehouse accommodation are subtracted there remains but 1,425ft of useful cargo wharf available for the largest class of ocean steamers, so that vessels of this class often have to anchor in the roads to await berthage.

EXISTING GODOWNS, RAILWAY &c. It is pointed out that the existing godowns are of light construction and badly arranged. The single line of railway varies in distance from the godowns and the absence of regularity in their construction necessitates more harbour in handling cargo.

COALING FACILITIES. The present coaling facilities and the despatch given to vessels requiring coal, will compare favourably with any Port in the East. The storage capacity at Tanjong Pagar is at present limited to about 200,000 tons, due in great measure to the method of storing in heaps, whether under cover or in the open. The coal does not belong to the Dock Company, who store and handle it for consignees. The waste of space is considerable, as about 400 different parcels have to be kept separate, in consequence of the large number of owners and the variation in the character of the coal. No mechanical appliances are used for handling.

EXISTING GRAVING DOCKS. The Company carry on an extensive ship-building, docking and repairing business at Tanjong Pagar and Keppel Harbour. The workshops in connection with the Docks are well equipped with machinery suitable for the carrying out of the largest class of ship and engine repairs.

Victoria Albert No. 1 No. 2 Keppel
Length 450ft. 480ft. 415ft. 44ft.
Width at Ent. 65ft. 60ft. 42ft. 65ft.
Water on Cill 20ft. 21ft. 15ft. 19ft.

The lower altars of the Victoria and Albert Docks are narrower than the entrance, and as the greatest beam of modern vessels is over the bilges, it has been considered desirable to remove these lower altars in order to take full advantage of the widths of entrances. The improvement at the Victoria Dock is well advanced; the necessary work has been commenced at the Albert Dock. When it is completed it is intended to lengthen one of these docks.

20. With the exception of the graving dock and repairing department, the existing facilities are taxed to the utmost, and are entirely inadequate to meet the increasing demands of the Port.

THE PROPOSED WORKS. 21. In considering the scope and character of the proposed works and their design, we have kept in view their first cost, paying due regard to the benefits to be obtained; also the reduction of future maintenance charges, as far as practicable, the relief of the present congestion in the shortest time, and the carrying out of the new works with as little inconvenience as possible to the existing berthage. The improvements which are most required, and which should receive prompt attention, are the provision of increased deep water berthage, more perfect arrangements for dealing with the

transhipment of cargo, improved coaling facilities, and additional storage for cargo in close proximity to the wharves, or having easy access thereto. To meet these requirements it is proposed to construct a new Wet Dock, in the Lagoon southward of Keppel Road, and to rebuild the present Main and Borneo Wharves, on improved and permanent lines, having deep water berthage alongside.

DRAUGHT OF VESSELS TO BE PROVIDED FOR. The maximum draught of vessels through the Suez Canal is now 26ft. 6in. It is anticipated that a year hence it will be raised to 27ft. 6in. and in 3 years hence to 29ft. 6in. There can be no doubt that in the near future the draught of large vessels will be considerably increased. Shipbuilders have been hitherto limited in this respect by the accommodation afforded by the existing docks. Where new Docks are in course of construction, provision is being made for vessels of greater draught. The Northern Railway of America has now two vessels in the China trade with a load draught of 33ft.

30FT. AT WET DOCK: 33FT. AT MAIN WHARF. It is recommended that the minimum depth alongside any of the proposed wharves and quays shall be 30ft. (with foundations carried down, that subsequent dredging may give 33ft.) in the wet dock and 33ft. at L. W. O. S. T. alongside the reconstructed main wharf.

PROPOSED LAGOON WET DOCK. 26. The site lying between the Main Wharf and Keppel Road is undoubtedly the most central and advantageous position for quay and wharf extensions. Being contiguous to the Main Wharf, it lends itself to the quick interchange of transhipment cargoes and for coal discharging.

27. It will be noted that the site of the Dock necessitates the putting back of Keppel Road, in order to form a Basin of sufficient width. The proposed diversion of this road is shown on the plan, and its adoption allows sufficient space for a Dock of 600ft. in width, and for the formation of an area of 400 ft. wide, between the north quay of the Dock and the diverted road, which would be available for quay space, godowns, roads, railways and coal storage. These last named are highly important accessories for the convenient working of the trade in connection with the Dock, and although we believe the space as proposed will be found adequate, it cannot be regarded as excessive. Convenient approaches to the dock would be arranged along the new road.

The estimates include the proposed road diversion, together with the tramways, feeder cables, gas pipes, lamps, etc., in connection therewith.

28. In order to afford sufficient space for godowns, offices, etc., and a suitable road at the back thereof, we have shown on the plan a proposed slight amendment in the line of the contemplated Singapore and Keppel Harbour Extension Railway, which we trust will be approved. It will be observed that the new line is practically parallel to the proposed Keppel Road diversion, and also to the line of the Railway extension, as formerly intended, and at a distance of 80 feet therefrom. This arrangement, in view of the construction of the new Dock, will entail the least waste of land, and allow of the ground being laid out on a systematic plan, for future building purposes, etc.

29. The additional wharfage which would be provided in the new Dock is as follows:—

North Quay	2,500 feet.
South Quay	2,140 "
East Quay	600 "
West Quay	700 "
Total	5,940 feet.

The south side of the Dock, will be particularly adapted for transhipment cargo, and for vessels discharging coal, whilst the north side would be well suited for local cargo. The area of the Dock, as will be observed from the plan, is 55 acres, the depth over the whole of which, in the first instance, would be 30 feet at low water of ordinary spring tides, the walls being carried down to admit of the formation of a depth of 33 feet hereafter, required, as explained in Clause 25.

30. The entrance to the proposed Dock will be 120 feet in width, and will be placed in the position shown on the plan. At this spot the solid ground, on the line of the Main Wharf, forms a gully of considerable depth. A heavy expenditure would, therefore, have been necessary, were the wharf reconstructed on permanent lines at this point. The site of the entrance as selected is, moreover, the most favourable which would be adopted, for ships entering or leaving the Dock, both with regard to tidal currents and the depth of water available for manoeuvring.

31. It will be noted that the entrance will, to some extent, and in the absence of a swing bridge, isolate Borneo Wharf. We do not, however, consider this will prove such a disadvantage as at first sight might appear, especially as it is proposed to use this wharf for ships requiring bunker coal, for which traffic, direct, or rail communication, with the Main Wharf, is not necessary. It is imperative that the entrance to the Dock should be of adequate width, in order to provide for easy access and departure, and for diminishing the current in the channel way itself. The least width that will comply with the conditions is 120 feet, and the cost of a swing, or rolling bridge, to cover such an opening, would be disproportionate to the benefits to be derived therefrom. A bridge, supported partially by its own flotation, would be less costly, but would be unsuitable, as the entrance would have to be kept almost continually open to allow of the passage of lighters and smaller craft.

32. We do not consider that the convenience which would be gained, by directly connecting the two wharves by road and railway, over a narrow entrance, would at all equal the advantages following on the adoption of a wide, convenient and safe entrance to the Dock. There would, of course, be railway and road connection with the Borneo Wharf, along the north side of the proposed Dock, and if at

any future time it is found necessary to erect a bridge, the walls at the entrance have been designed of sufficient strength to carry it.

33. The walls of the Dock would be constructed of concrete-in-mass. They have been designed of ample strength, and would be furnished with a granite coping throughout, and also with suitable hard wood fenders with easily renewable face pieces. Iron ladders are likewise included, placed at convenient distances. An ample number of cast steel mooring bollards are allowed for, to be fixed along the coping.

34. A distance of 35 feet is proposed between the quay line and the face of the godowns. The surface would be formed of concrete, laid on well packed hard filling; the concrete is not to be laid until the filling has become thoroughly consolidated. Although there is an objection to the use of concrete for this purpose, in consequence of its liability to crack and to form inequalities in its surface through settlement, it is believed, on the whole, to be the best material which can be used for the purpose, in this particular case. Wood, laid on the ground, would soon deteriorate from the attacks of white ants, and granite paving would not provide a sufficiently smooth surface for hand trucking, which must be provided for at Tanjong Pagar.

THE GODOWNS. The godowns on the North and West Quays would be used chiefly for storage purposes. They would be 200 ft by 100 ft. The transhipment godowns on the south and east would be 200 ft by 50 ft. Built of greater strength than the existing ones—floors of concrete; more light and facilities for loading into railway wagons and carts at the back. Total floor space 315,000 sq ft; storage accommodation 75,000.

RAILWAYS. Two lines of railway along the quay in front of the godowns, connecting at convenient intervals with other lines at the back. Each set of lines to be provided with crossing loops. The whole to be connected with the Government Railway.

MECHANICAL APPLIANCES. For a time at least it is not proposed to equip the quays with cranes or special machinery. It is desired to avoid the considerable additional expenditure, and also in view of the cheapness of coolie labour that further expenditure may be delayed for a time.

RECLAMATION OF SWAMP LAND. 226,000 cubic yards would have to be excavated. About a half will be required for filling up to the railway. The remainder would reclaim 63 acres of swamp land which would then become a valuable asset.

[Continued on page 3.]

POLLARD'S LILLIPUTIANS.

Pollard's Australian Juvenile Opera Co. is due here from Manila on Monday evening per the s.s. *Rubi*, and as the troupe is leaving on Wednesday by the *Empress of India* for Vancouver and the United States, where the juveniles are booked for eighteen months it will be possible for only one performance here. From our advertisement columns it will be seen that they have decided to give a variety entertainment at the Theatre Royal on Tuesday evening, the booking for which is now proceeding.

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report of 3rd inst., Messrs. Benjamin, Kelly and Potts write:—Business has remained inactive during the week, and quotations generally have been characterised by weakness.

Banks.—Hongkong and Shanghai Banks continue firm and are still in demand at 7 1/2. The London quotation has receded to 4 1/2. Nationals are without change.

Marine Insurances.—There are sellers of Unions at 7/100. China Traders have again been dealt in at 58 1/2. Cautions have risen and are wanted 25 1/2 after sales at the rate. North Chinas are obtainable at 15 1/2. Yangtzes have gone up to 16/0.

Fire Insurances.—China Fires have hardened and are in request at 19 1/2. Hongkong Fires are still in the market at 34/0.

Shipping.—Hongkong, Canton and Macao Steamboats have weakened to 3/26. Indo-Chinas have been done at 12 1/2 and close with further buyers at the rate. Shell Transport declined to 2 1/2 at which figure shares have changed hands. Sales are reported of Shanghai Tugs at 15 1/2 for the ordinary and 15 1/2 for the preference shares.

Refineries.—China Sugars have firmed and are wanted at 32/0. Luzons have improved and have been placed at 22 1/2 closing in further request.

Mining.—Chinese Engineerings are wanted at 15 1/2, but there are no shares offering under 15 1/2. Raubs have been placed at 3 1/2. The crushing for January produced 414 ounces smelted gold from 3,600 tons of stone crushed.

Docks, Wharf and Godowns.—Hongkong and Whampoa Docks are in demand at 20 1/2 after sales at 20 1/2. Farahams have inquiries at the improved rate of 15 1/2. Kowloon Wharfs (new issue) have found buyers at 10 1/2; the old shares are steady at 10 1/2. Hongkong Wharfs have advanced and are inquired for at 15 1/2.

Lands, Hotels and Buildings.—Hongkong Lands have considerably weakened and have been sold at 15 1/2 ex the final dividend of 55 p. on the 31st ultimo. We make the quotation for West Points 57 ex the final dividend of 15 1/2 paid on the same day. Kowloon Lands have paid a dividend of 3 1/2 per share, and are now quoted at 37. Shanghai Lands have been disposed of at 11 1/2 and 11 1/2. At which latter rate more shares are wanted. We hear the Company will pay a final dividend of 15 1/2 and a bonus of 15 1/2 per share. Hongkong Hotels are asked for at 17 1/2 after sales at the rate. Aster House Hotels are reported sold in Shanghai at 17 1/2 and Hotel des Colonies at 15 1/2 and 15 1/2.

Humphreys' Estate have been in strong demand and have changed hands at 5 1/2.

Cotton Mills.—Ewos have been parted with at 15 1/2.

Cigar Companies.—Sumatras can be placed at 15 1/2.

Miscellaneous.—Green Island Cements continue weak at 52 1/2, and China Borneos are easier at 15 1/2. William Powells have been done at 12 1/2. Ices are in request at 12 1/2. It is proposed to pay a dividend of 12 1/2 per share, placed 25,000 to Reserve and carry forward 55,350 7/7. In Shanghai, sales have been effected of Pulp at 15 1/2. Gas at 15 1/2. Horse Bazaars at 15 1/2. China Flours at 15 1/2 and Hall and Holt at 22. The Shanghai Pulp and Paper Company, Limited, has declared a final dividend of 15 1/2, making 15 1/2 for the past year. Langkats have considerably hardened and have been bought at 15 1/2.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 3rd at 11.55 a.m. The barometer has fallen in the north of China and risen moderately at all other stations.

The anticyclone remains over northern and central China but the gradients on the east coast are no quite so steep. Strong NE. monsoon will prevail in the Formosa Channel and to the northward of it and fresh NE. winds in the northern part of the China Sea.

Forecast:—Fresh NE. winds, overcast, fair.

Today's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, FEBRUARY 4TH, 1905.

HORS D'OEUVRES.
Caviare and Egg Canapes.
SOUP.
Mock Turtle.
FISH.
Fish au Gratin.
ENTREES.
Pigeon Farcie and Green Peas.
Ox Tongue a la Fenetrine.
Monglas Patties.
CURRY.
Goa.
JOINTS.
Roast Sirloin of Beef.
Roast Capon and Bacon.
Boiled Leg of Mutton and Turnips.
COLD ENTREE.
Pate de Foie Gras en Aspic.
SALAD.
Mixed.
SWEETS.
Semolina Pudding.
Vanilla Ice Cream and Pound Cake.
Peach Tart.
Topsy Cake.
DESSERT.
Coffee. Fruits. [210]

THEATRE ROYAL, CITY HALL.

POLLARD'S LILLIPUTIAN OPERA COMPANY.

TUESDAY, February 7th.

TUESDAY, February 7th.

FOR ONE NIGHT ONLY.

FOR ONE NIGHT ONLY.

GRAND VARIETY ENTERTAINMENT.

Plans now open at ROBINSON'S Music Store.

PRICES AS USUAL.

Hongkong, 3rd February, 1905. [213]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN,"

of the NORDDEUTSCHER LLOYD,

Captain H. Feyer, will leave for the above places TO-MORROW (Saturday), the 4th inst., at 9.30 A.M., instead of as previously advertised.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 3rd February, 1905. [13]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"GLENFARG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 3rd February, 1905. [212]

Today's Advertisement.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (SATURDAY) and MONDAY, the 4th and 6th inst., respectively.

By Order, A. R. LOWE, Secretary.

Hongkong, 3rd February, 1905. [211]

Intimations.

YOU WANT

PROVISIONS

AND WINES

IN 1905.

GET YOUR SUPPLIES FROM

R. Perez & Co.

(SUCCESSORS TO A. CHAZALON & Co.

AND G. GIRAULT)

6, QUEEN'S ROAD CENTRAL, Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and Provisions,

French Bakers,

Navy Contractors,

and Commission Agents.

BRANCHES: HONGKONG, SHANGHAI, HANKOW.

Hongkong, 7th January, 1905. [31]

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS.

By Appointment to H.M. THE KING and H.R.H. the PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

[214]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"STENTOR"	6th February.
GLASGOW and LIVERPOOL	"PATROCLUS"	7th February.
GLASGOW and LIVERPOOL	"ACHILLES"	21st February.
GLASGOW and LIVERPOOL	"ANTHONY"	25th February.
GLASGOW and LIVERPOOL	"OOPACK"	27th February.
GLASGOW and LIVERPOOL	"PINGSUEY"	3rd March.
GLASGOW and LIVERPOOL	"ULYSSES"	7th March.

S.S. "PATROCLUS," from U. K., left Singapore on the 1st inst., and is due here at daylight on the 7th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS"	14th February.
* GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	14th March.
* GENOA, MARSEILLES & L'POOL	"PATROCLUS"	20th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	6th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd February, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HUPEH"	7th February.
MANILA	"TEAN"	9th "
CEBU and ILOILO	"KANBU"	13th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	14th "
TIENTSIN	"CHIEHI"	28th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.* N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd February, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 11th Feb., at 10 A.M.
2AFIRO	2540	R. Rodger	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd February, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	To Sail at Daylight on
"RAS ISSA"	4483	Bahle	February 13th, 1905.
"ARAGONIA"	5198	Schuldt	March 5th, "
"NICOMEDIA"	4370	Wagner	March 31st, "
"NUMANTIA"	4370	Bremner	April 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply toSHEWAN, TOMES & CO.,
General Agents.

Hongkong, 2nd February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4483	Bahle	February 13th, 1905.
"ARAGONIA"	5198	Schuldt	March 5th, "
"NICOMEDIA"	4370	Wagner	March 31st, "
"NUMANTIA"	4370	Bremner	April 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 2nd February, 1905.

TSANG EOO & CO.

COAL MERCHANTS AND STEVEDORES

48, DES VUEX ROAD.

SHIPS Coaled from alongside at the shortest

notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

BOO CHEONG, of No. 50, Pottinger

Street, has always on hand

FIRST-CLASS WRITING AND PRINTING

PAPERS, AND STATIONERY

of every variety

at very low prices.

Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals 3' each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"
Captain E. F. Page, of 1,088 tons, Registered
is the newest, fastest, and most luxurious
fitted steamship on the line, and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class \$3.00 for Single Journey.
2nd 1.50
Meals 1.00 each.The steamer's wharf is at the Western end of
Wing Lok Street.

YUK ON S.S. Co., LD.,

No. 216, Wing Lok Street.

WENDT & Co.,

Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"
Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return \$5.00.Tiffin and Dinner may be had on Board
at \$1 each meal.

YUK ON & Co., LD.,

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "YING CHEI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.Tiffin and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SATSUMA" 15th Feb., 1905.

"RICHMOND CASTLE" 25th "

"SAINT FILLANS" 10th March, "

For Freight and further information, apply
to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 1st February, 1905.

Shipping—Steamers.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"CALEDONIE,"

Captain Gregory, will be despatched for the
above Ports, on or about MONDAY, the 6th
February.For Freight or Passage, apply to
L. BRIDOU,
Acting Agent.

Hongkong, 31st January, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PENTAKOTA,"

Captain C. Willis, will be despatched as above,
on TUESDAY, the 7th February, at Daylight.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 31st January, 1905.

FOR SHANGHAI, YOKOHAMA AND
KOBE.

THE Steamship

"RHENANIA,"

Captain Behrens, will be despatched for the
above Ports, on TUESDAY, the 7th February,
at 5 P.M.For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 31st January, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queens-
land Ports, and taking through Cargo
to Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above
on WEDNESDAY, the 8th February, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th January, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain E. J. Buller, will be despatched as
above, on THURSDAY, the 9th February,
at 3 P.M., instead of as previously advertised.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 31st January, 1905.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "MACDUFF,"
FROM GLASGOW AND LIVERPOOL.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 5th February will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 8th
February, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 6th February, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 2nd February, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"CHUSAN,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:
From London, &c., ex S.S. Mongolia.

From Australia, ex S.S. Victoria.

From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M. TO-DAY.Goods not cleared by the 3rd proximo, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No claims will be admitted after the goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 28th January, 1905.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"

of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 2 P.M.,
THIS AFTERNOON.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th instant will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on THURSDAY, the 9th instant,
at 9.30 A.M.All Claims must reach us before the 11th
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 2nd February, 1905.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"RHENANIA,"

Captain Behrens, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 9th instant will be subject
to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 9th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd February, 1905.

FROM BREMEN, HAMBURG, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SAMBIA,"

Captain Lillane, having arrived from the

Shipping.

Arrivals.
 Mausang, Br. s.s., 1644, S. J. Payne, 2nd Feb.,
 —Sundakan 27th Jan., Timber and Gen.—
 J. M. & Co.
 Rheanna, Ger. s.s., 6416, Behrens, 2nd Feb.,
 —Hamburg 26th Jan., Gen.—H. A. L.
 Dr. Hans Jurg Klein, Nor. s.s., 691, H. E.
 Larsen, 2nd Feb., —Haiphong 30th Jan.,
 and Holbow 1st Feb., Gen.—A. R. M.
 Carl Diederichsen, Ger. s.s., 767, H. Schlaikier,
 2nd Feb., —Haiphong 31st Jan., Gen.—J.
 & Co.
 Shuntien, Br. s.s., 1884, R. Lewis, 2nd Feb.,
 —Greenock 24th Dec., Ballast.—B. & S.
 Kwongnang, Br. s.s., 1428, W. P. Baker, 3rd
 Feb., —Canton 2nd Feb., Gen.—J. M. & Co.
 Meefoo, Ch. s.s., 1321, J. Whitelaw, 3rd Feb.,
 —Canton 2nd Feb., Gen.—C. M. S. N. Co.
 Tean, Br. s.s., 3346, A. Somerville, 3rd Feb.,
 —Manila 31st Jan., Hemp, &c.—B. & S.
 Takasago, Br. s.s., 977, W. McCulloch, 3rd Feb.,
 —Wuhu 30th Jan., Gen.—J. M. & Co.

Clearances at the Harbour Office.

Paul Beau, for Canton.
Prinz Waldemar, for New Guinea.
Unda, for Kobe.
Kwongnang, for Shanghai.
Takung, for Canton.
Takung, for Haiphong.
Andres Rickmers, for Bangkok.
Shuntien, for Shanghai.
Sakra, for Manila.
Sak Chong, for Macao.
Tak Hing, for West River.
Upland, for Shanghai.
Yuanang, for Manila.
Rheanna, for Shanghai.
Hue, for Kwong-chow-wan.
Hingang, for Kobe.
Hingang, for Shau-tung.
Hunan, for Ningpo.

Departures.

Prinz Waldemar, for Sydney.
Lyra, for Tacoma.
Hue, for Haiphong.
Halvan, for Swallow.
Foehne, for Canton.
Sachsen, for Shanghai, &c.
Yuanang, for Manila.
Zafra, for Manila.
Upland, for Chinwanan.
Hingang, for Kobe.
Hingang, for Haiphong.
Kwongnang, for Shanghai.
Hunan, for Shanghai.

Passengers arrived.
 Per **Shuntien**, from Greenock—Mrs. Runcie
 and children.
 Per **Tean**, from Manila—Mrs. Newman, Col.
 and Mrs. Chamberlain, Mrs. Anna Robinson
 and child, Mrs. Mills, Messrs. W. E. Alwin,
 D. F. Dixon, J. L. Davies, Basilio Bero, D.
 Matsudo, R. E. Towers, W. D. Hobbs, Capt.
 Sando, Messrs. W. Smith, F. Hillbills, A. F.
 Francop, Dr. Fraser, S. Sakay, T. Yonada, Y.
 Masa, Juan Cuam Lan, Se Inico, Lam Meek
 Lin, Consul and Mrs. J. G. Lay, Mr. M.
 Schuyler, Dr. Dittmar, 15 Chinese, and 6
 Japanese.

Shipping Report.

Str. Takung from Wuhu—Moderate N.E.
 wind, and sea.
Str. Mausang from Sandakan—Moderate
 variable wind, and fine weather.
Str. Tean from Manila—Moderate monsoon,
 fine and clear weather, smooth sea, and moderate
 swell until noon on the 2nd inst., then
 strong monsoon, equally dull and overcast,
 high sea, and swell.

Vessels in Port.

Steamers.
 Agincourt, Br. s.s., 2876, Worsnop, 3rd Oct.,
 —Hainan 1st Oct., Ballast.—Order.
 Andree Rickmers, Ger. s.s., 1020, H. Kohn,
 31st Jan., —Bangkok (Anghin) 25th Jan.,
 Rice and Wood.—R. & S.
 Ardova, Br. s.s., 2271, W. L. Smith, 29th Jan.,
 —Moj 23rd Jan., Coal.—M. B. K.
 Bjornstjerne Bjornsen, Nor. s.s., 736, C. Olsen,
 24th Jan., —Sourabaya 14th Jan., Gen.—
 Thoresen & Co.
 Cebu, Am. s.s., 647, A. Yuchusagari, 1st Feb.,
 —Manila 27th Jan., Gen.—Order.
 Chunsang, Br. s.s., 1418, R. Cox, 1st Feb.,
 —Swatow 31st Jan., Gen.—J. M. & Co.
 Easy Abbey, Br. s.s., 1789, R. Prideman, 30th
 Jan., —Colombo 13th Jan., Coal.—Order.
 Empress of India, Br. s.s., 3032, O. P. Mar-
 shall, R.N.R., 18th Jan., —Vancouver, (B.C.)
 26th Dec., and Shanghai 13th Jan., Mails
 and Gen.—C. P. R. Co.
 Faustang, Br. s.s., 1410, Mitchell, 1st Jan.,
 —Samarang 22nd Jan., Sugar.—J. M. & Co.
 Hohnstein, Ger. s.s., 1275, H. Hamer, 18th
 Jan., —Sourabaya 7th Jan., Sugar.—L. W.
 & Co.
 Indravelli, Br. s.s., 3215, S. Cullington, 28th
 Nov., —Shanghai 24th Nov., Ballast.—J.
 M. & Co.
 Kaifong, Br. s.s., 1024, E. Finlayson, 27th Jan.,
 —Hio 23rd Jan., Gen.—B. & S.
 Katharine Park, Br. s.s., 3075, W. H. Capp,
 12th Jan., —Sasebo (Japan) 8th Jan., Light
 —G. L. & Co.
 Kumsang, Br. s.s., 2077, E. J. Buller, 30th
 Jan., —Calcutta 14th Jan., Penang 27th,
 and Singapore 24th, Gen.—J. M. & Co.
 Mathilde, Ger. s.s., 678, Sargensen, 2nd Feb.,
 —Pakhol and Hoihow 31st Jan., Gen.—J.
 & Co.
 M. Struve, Ger. s.s., 066, P. Brandt, 1st Feb.,
 —Tamsui via Amoy and Swatow 31st Jan.,
 Gen.—O. S. K.
 Mongolia, Am. s.s., 8750, W. P. S. Porter, 2nd
 Feb., —San Francisco 28th Dec., Honolulu
 4th Jan., Yokohama 21st, Kobe 25th, Naga-
 saki 27th, and Shanghai (Wooing) 31st,
 Mails and Gen.—P. M. S. Co.
 Pentakota, Br. s.s., 2203, C. Willis, 2nd Feb.,
 —Singapore 27th Jan., Gen.—J. M. & Co.
 Samba, Ger. s.s., 3623, H. Luning, 2nd Feb.,
 —Singapore 26th Jan., Gen.—H. A. L.
 Seaward, U.S. transport, 350, Crowsley, 28th
 Dec., —Manila 24th Dec.

Sailing Vessels.

Forrest Hall, Br. ship, 1991, P. A. Logan, 14th
 Jan., —New York 7th Aug., 1904, Petroleum.
 —S. O. Co.
 Juno, Am. sch., 742, R. M. de la Salo, 28th
 Jan., —Kobe 17th Jan., and Moj 20th,
 Coal.—Mr. G. C. Moxon.

Hongkong & Whampoa Dock Returns.
 Dia at Kowloon Dock.
 Hella " " "
 Katharine Parke " " "
 Tsingtau " " "
 Kalfong " " "
 Hoboken " " "
 Kansu " " "
 Chun Sang " Cosmopolitas "

Steamers Expected.

Vessels	From	Agents	Due
China	Shanghai	P. M. Co.	Feb. 6
Caledonian	Saigon	M. M.	Feb. 6
Gregory Apar	Singapore	D. S. & Co.	Feb. 6
Capri	Singapore	C. & Co.	Feb. 6
Patroclus	Singapore	B. & S.	Feb. 7
Pekin	Singapore	P. & O. Co.	Feb. 7
Arabia	Japan	P. & A. Co.	Feb. 8
Emp. of Japan	Vancouver	C. P. R. Co.	Feb. 13
P. Segismund	Sydney	M. & Co.	Feb. 13
Laisang	Calcutta	J. M. & Co.	Feb. 14
Manchuria	San Francisco	P. M. Co.	Feb. 14
Argonia	Portland	P. & A. Co.	Mar. 3

Post Office.

A Mail will close for—

Canton—Per **Huanghai**, 4th Feb., 7:30 A.M.
 Macao—Per **Wingchat**, 4th Feb., 7:30 A.M.
 Macao—Per **Huanghai**, 4th Feb., 1:15 P.M.
 Nantao—Per **Taiichun**, 4th Feb., 5 P.M.
 Sanbue—Per **Hoi Fu**, 4th Feb., 5 P.M.
 Macao—Per **Wingchat**, 5th Feb., 8 A.M.
 Canton—Per **Falshan**, 5th Feb., 9 A.M.
 Nantao—Per **Taiichun**, 5th Feb., 9 A.M.
 Sanbue—Per **Hoi Fu**, 5th Feb., 9 A.M.
 Macao—Per **Wingchat**, 6th Feb., 8 A.M.
 Quanghai—Per **Domenio**, 6th Feb.,
 9 A.M.
 Macao—Per **Huanghai**, 6th Feb., 9 A.M.
 Kongmoon, Kunchuk, Samshui, Shihuiung
 and Takhing—Per **Linton**, 6th Feb., 9 A.M.
 Nantao—Per **Taiichun**, 6th Feb., 9 A.M.
 Sanbue—Per **Hoi Fu**, 6th Feb., 9 A.M.
 Amoy, Straits and Rangoon—Per **Pentakota**,
 6th Feb., 5 P.M.
 Macao—Per **Wingchat**, 7th Feb., 7:30 A.M.
 Europe, &c., India, via Tuticorin—Per
Ernest Simons, 7th Feb., 11 A.M.
 Macao—Per **Huanghai**, 7th Feb., 1:15 P.M.
 Shanghai—Per **Huanghai**, 7th Feb., 3 P.M.
 Nantao—Per **Taiichun**, 7th Feb., 5 P.M.
 Sanbue—Per **Hoi Fu**, 7th Feb., 5 P.M.
 Kongmoon, Kunchuk and Kaukong—Per
Huanghai, 7th Feb., 5 P.M.
 Nagasaki, Kobe, Yokohama, Honolulu
 and San Francisco—Per **Mongolia**, 8th Feb.,
 10:45 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama,
 Victoria and Vancouver, B.C.—Per **Empress of**
India, 8th Feb., 10:45 A.M.
 Singapore, Penang and Calcutta—Per **Kum-**
sang, 9th Feb., 2 P.M.
 Manila—Per **Tean**, 9th Feb., 3 P.M.
 Manila—Per **Rubi**, 11th Feb., 9 A.M.
 Europe, &c., India, via Tuticorin—Per
Simla, 11th Feb., 11 A.M.
 Singapore and Sourabaya—Per **Fausang**,
 11th Feb., 2 P.M.
 Singapore, Penang and Bombay—Per **Capri**,
 13th Feb., 11 A.M.
 Cebu and Iloilo—Per **Kansu**, 13th Feb.,
 3 P.M.
 Timor, Port Darwin, Thursday Island, Cook-
 town, Cairns, Townsville, Brisbane, Sydney,
 Hobart, Launceston, New Zealand, Melbourne,
 Adelaide and Perth—Per **Empire**, 14th Feb.,
 9 A.M.
 Port Darwin, Thursday Island, Cooktown,
 Cairns, Townsville, Brisbane, Sydney, Hobart,
 Launceston, New Zealand, Melbourne, Adelaide
 and Perth—Per **Titan**, 14th Feb., 3 P.M.
 Europe, &c., India, via Tuticorin—Per
Zieten, 15th Feb., 11 A.M.
 Tientsin—Per **Chihli**, 28th Feb., 3 P.M.
 Shanghai, Nagasaki, Kobe, Yokohama,
 Victoria and Vancouver, B.C.—Per **Empress**
of Japan, 8th Mar., 11 A.M.

The Post Office will be entirely closed on
 Saturday, the 4th February, (China New
 Year Day).
 On Monday, the 6th instant, the office will
 be open from 8 a.m. until 9 a.m. Correspond-
 ence posted up to 9 a.m. only will be sent out
 for delivery on that day.
 The Money Order Office will be closed on
 both days.

Boxholders' private boxes are being moved to
 the Money Order Entrance in Pedder Street.
 During alterations boxholders are requested to
 apply (personally or by messenger) for their
 correspondence at the inquiry counter (old
 money order office).
 Messengers should be supplied with written
 authority to receive correspondence.

In future, there will be one delivery of
 correspondence each day on week days only
 in Shaukiwan, leaving General Post Office at
 noon.
 Pillar boxes at Arsenal Street and Percival
 Street will in future be cleared four times a
 day as under.

Percival Street 8 a.m.—11 a.m.
 Arsenal Street 2 p.m.—5 p.m.
 Arsenal Street 8:5 a.m.—11:5 a.m.
 Arsenal Street 2:5 p.m.—5:5 p.m.

Books containing—
 16 Postage Stamps of 4 cents
 12 " " " " 2 " "
 12 " " " " 1 " "
 may be obtained at the counter of the General
 Post Office and at Kowloon Post Office. Price
 \$1.00 each book.

On and after the 1st December, 1904, deliv-
 eries for Postal District No. 21, viz. Albany,
 Peak Road, will leave the Post Office at 9 a.m.,
 1 p.m. and 5 p.m. daily on week days, and
 9 a.m. on Sundays.

St. Peter's Seamen's Church.
 Queen's Road, West.
 Full Sunday after Epiphany.

Morning Prayer 11 a.m., Venite, Wesley Te
 Deum, Russell's Jubilate, Bannby, Hymns,
 174, 196, 227 and 183, Kyrie.

Holy Communion 12:15 p.m.
 Evening Prayer: Magnificat, Goss; Nunc
 Dimittis; Croft, Hymns, 201, 184, 228 and 187.

The Church launch **Daylight** will call on
 ships carrying white crews to bring friends
 ashore to the services between 9:15 and 10:30
 a.m., and between 5:15 and 6 p.m.; returning after-
 wards. The answering pennant is the Call
 flag. All the sittings are free and unappropri-
 ated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10:45 a.m.
Roman Catholic Cathedral—Mass at 6 a.m.,
 7 a.m., 8 a.m., and 9:30 a.m. Benediction,
 5:30 p.m.

German Bethesda Chapel, West Point—
 Morning Service, 11 a.m.
St. Francis' Church, Wanchai—Mass (Chin.),
 6 a.m., (Port.), 7:30 a.m. Benediction,
 5 p.m.

St. Joseph's Church, Garden Road—Morning
 Service (English), 9 a.m.
St. Anthony's Chapel, West Point—Mass,
 8 a.m.

Union Church—Services, 11 a.m., and 6 p.m.

Feb. 3 at Feb. 3 at
 10 a.m. 10 p.m.

Barometer 30.24 30.16
 Temperature 53 53
 Humidity 83 81
 Rainfall 6.91 —

VISITORS AT THE HOTELS.

HONGKONG.
 Woolmer, Mr. and Mrs. Kite, F. W.
 C. E. Knight, Miss A. E.
 Wright, Mr. and Mrs. Lamothe, W. de
 Gordon Lewis, A. R.
 Bulch, H. H. Lay, Mr. & Mrs. E. G.
 Barbillon, P. Lewis, A. W.
 Belford, Lt.-Col. Mackenzie-Grieve,
 Bienenfeld, B. Capt. Mrs. and Miss
 Bingham, Mr. & Mrs. Marriott, Dr. O.
 T. E. and child McCarran, T. P.
 Birbeck, R. J. Mead, Mr. and Mrs. F.
 Bissell, W. S. W.
 Blair, D. K. Moir, R. N., Lt. and Mrs.
 Boggan, Mr. and Mrs. W. M.
 and infant Moon, Mr. & Mrs. E. M.
 Bonner, E. A. Morgan, J. L.
 Borthwick, R. W. Moss, Mrs. B.
 Borthwick, Mrs. R. W. Moss, Master S.
 and child Newall, S. G.
 Brown, M. S. Newington, A. G.
 Broughall, L. Papler, Miss E.
 Cadele, Miss L. Pattie, Mrs. J. A.
 Calles, Mr. and Mrs. Perkins, Mr. and Mrs.
 Clark, Dr. Francis T. L.
 Clark, T. Post, Mrs. E. J.
 Clark, W. G. Potts, W. H.
 Cunningham, G. Prietson, Miss F. La
 Davies, F. O. Puddappa, W. J.
 Davies, R. J. Quin, Jas.
 Davidson, R. W. Camp-
 bell Ranney, F. O.
 Deacon, F. B. Rapp, C. W.
 Dean, G. Rice, F. F.
 Douglas, Capt. & Mrs. J. S. and
 Downing, Mr. and Mrs. child
 T. C. Robertson, W. R.
 Edwards, G. H. Rutherford, N. H.
 Emerson, A. Sayle, R. T. D.
 Fisher, H. G. Schmidt, W. E.
 Forster, Dr. A. F. Schuyter, Jr., M.
 Fox, Mr. and Mrs. Scott, Mr. & Mrs. J. G.
 Foy, Mrs. A. Shields, I. M.
 Frége, Mr. and Mrs. Skott, C.
 Friedlander, L. H. Somerville, Geo.
 Gibbons, Mr. & Mrs. S. Soper, C. H.
 Glover, C. Stein, A. L.
 Graham, D. E. Stein, S.
 Graham, F. Stewart, W. M.
 Grant, A. W. Strachan, G.
 Graves, Chas. A. Sweeting, H. S.
 Gray, H. C. Thomas, C. B.
 Hager, Mr. & Mrs. H. P. Thomson, Dr. J. C.
 Hall, Capt. I. Thomson, H. P.
 Hanon, J. Thornborrow, J.
 Harding, R. Torstrik, A.
 Hardy, Mrs. C. S. Trimmell, W. D.
 Haughton, S. Tuffnell, L. G.
 Holmes, G. Tuther, J. M.
 Hurst, R. N., Engineer-
 Capt. Vida, F. R.
 Innes, Capt. R. Wemyss, J. L.
 Icelly, Rev. F. Whitton, Mrs. A. M.
 Johnston, A. child and infant
 Katsch, E. A. Williams, O. J.
 Kempf, H. H. Wolff, Philip
 Kihn, Mr.

PEAK.

Atkinson, R. D. Louder, Mr.
 Beattie, J. M. Martin, R.
 Beattie, M. P. Moxon, Mr. and Mrs.
 Dentwick, Capt. and Herbert
 Mrs. and children Offert, Capt. and Mrs.
 Brown, Col. F. L. Oliver, Mr. and Mrs.
 Brown, Mrs. L. F. (Miss, F. B.
 Brown, Miss O'Neil, J. I. Hough
 Brown, Miss Ethel Parker, R. A. R.
 Bunsey, Col. and Mrs. Parker, Mrs.
 F. W. and children Paxton, Capt. H. W.
 Chapman, A. Phillips, Major
 Chichester, Major and Mr. Pollock, K. C. Mr.
 Mrs. A. A. Robert, A. G.
 Clark, Mr. Rymer, Mr. and Mrs.
 Courtney, G. Sawyer, Mrs.
 Darling, Col. Smith, C. W.
 David, A. J. Smith, A. Findlay
 David, Jr., Mr. Smith, Mr. and Mrs.
 Dixon, Mr. Spackshaver, W. O. C.
 Dymock, Lieut. A. Stevenson, D.
 Gales, Capt. Steen, Mr.
 Grant, A. R. Stokes, Mr.
 Haasan, Mr. and Mrs. Stopps, Mr.
 Haynes, Col. Story, Mr.
 Hazeland, F. A. Thomson, Mr. & Mrs.
 Holborn, Mr. W.
 Hudg, D. Turner, Miss
 Jeffries, H. U. Uffell, W. von
 Joseph, Mr. and Mrs. Watkins, R. E., Capt.
 Josling, Major C. L. and Mrs.
 Kaye, Major and Mrs. Webborn, S. T.
 Koyle, Lady F. & maid White, Dr. and Mrs.
 Lang, Mr. M. J.

CRAIGIEBURN.

Bird, Mr. & Mrs. L. G. Skottowe, Mr. and Mrs.
 Dann, G. H. W.
 Franklin, G. Smith, Mr. and Mrs.
 Gaskell, Mr. and Mrs. Grant
 Holmes, N. M. Southam, Mr. and Mrs.
 Morrell, G. E. and child
 Nicolls, E. A. Webb, Mr. and Mrs.
 Riadore, R. N., Lieut. Montague
 Commander & Mrs. Woodward, Mr. & Mrs.
 and children
 Smith, E. Grant

OCCIDENTAL.

Banda, F. Loias, Mr. and Mrs.
 Brown, Mr. T. C. and daughter
 Chandler, Lieut. Mathies, T.
 Fries, Mr. Munro, Miss A.
 Firth, H. Nast, V.
 Guertin, C. N. Reichel, W.
 Key, Dr. Rober, Capt. W.
 Kiens, L. Roth, Dr.
 Lloyd, Mr. and Mrs. Twyne, Mrs.
 and child Worsnop, Capt.

KOWLOON.

Harlot, R.M.L.I., Capt. Stevenson, Lt.-Comdr.
 and Mrs. Mackay
 Mitchell, Mr. Thomson, Major and
 Mrs. G. S.
 Rowe, Mrs. W. E. and Watson, Mr. and Mrs.
 child W. H.
 Richards, D. S. Williamson, Major F.

CHINA COAST METEOROLOGICAL REGISTER.

	February 3rd, 1905, a.m.				
Vladivostok	7 a.m.	—	—	—	—
Vemuro	30.12	—	—	—	—
Hakodate	30.09	—	—	—	—
Kokio	30.22	—	—	—	—
Kochi	30.03	—	—	—	—
Nagasaki	30.11	—	—	—	—
Oshima	30.11	—	—	—	—
Naha	30.09	—	—	—	—
Ishigakijima	30.21	—	—	—	—
Taihouku	30.09	—	—	—	—
Taihouku	30.09	—	—	—	—
Taihouku	30.08	—	—	—	—
Koshun	30.04	—	—	—	—
Pescadore	30.07	—	—	—	—
Weihaiwei	30.43	23	—	—	—
Guttsaff	30.32	39	01	—	—
Sharp Peak	30.20	49	85	—	—
Amoy	29.04	51	93	—	—
Swatow	30.09	47	93	—	—
Canton	30.21	43	92	—	—
Hongkong	30.13	53	94	—	—
Victoria Peak	—	—	—	—	—
Cap Rock	30.11	—	—	—	—
Macao	30.14	45	—	—	—
Haiphong	—	—	—	—	—
Manila	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	—
Iloilo	29.97	80	—	—	—
Cebu	29.90	82	—	—	—
C. St. James	10 a.m.	—	—	—	—

HIS BRITANIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel...	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Algerine	sloop	—	—	—	Reserve	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson O'Manney	Hongkong
Astrea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Hongkong
Bramble	gunboat, 1st class	—	—	—	Reserve	Hongkong
Britomart	gunboat, 1st class	—	—	—	Reserve	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander C. Assef	Hongkong
Glory *	battleship, 1st class	12,050	16	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	—	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	—	Hongkong
Hogue	cruiser, 1st class	1,200	14	—	Captain Shortland	Hongkong
Humber	storeship	1,640	—	800	Lieut. P. M. Riadore	At Sea
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcner	Hongkong
Janus	torpedo boat destroyer	280	6	3,000	Lieut.-Commander J. A. Gregory	Hongkong
Kinsla	river gunboat	85	4	—	Lieut.-Commander G. B. Powell	Yangtze
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	Hongkong
Ocean*	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	Hongkong
Otter	torpedo boat destroyer	350	6	6,300	—	Hongkong
Phoenix	sloop	—	—	—	Reserve	Hongkong
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Hongkong
Robin	river gunboat	85	2	240	Lieut.-Com:ander Robert E. Vaughan.	West River
Rosario	sloop	—	—	—	Reserve	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Hongkong
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Hongkong
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Shanghai
Taku	torpedo boat destroyer	250	6	6,500	Lieut. Q. Craufurd	Yangtze
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. V. Dugmore	Yangtze
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Singapore
Tweed	coast defence gunboat	—	—	—	—	Hongkong
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	Mirs Bay
Virago	torpedo boat destroyer	355	6	6,300	—	Hongkong
Waterwitch	surveying ship	620	4	450	Lieut.-Commander Ernest C. Hardy	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander H. M. Wells	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Waion	Yangtze

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



The S.S. "ERNEST SIMONS,"

Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 7th February, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. POLYNESIEN 21st February.
S.S. CALEDONIEN 7th March.
S.S. OCEANIE 21st March.

L. BRIDOU,
Acting Agent.

Hongkong, 26th January, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, LONDON AND PLYMOUTH.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this office for BOMBAY, on SATURDAY, the 11th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Brilliant*, 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Macedonia*, due in London on the 25th March, 1905. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 30th January, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TUG-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Hyades</i>	3,753	Geo. Wright	Ab. Feb. 15
<i>Piedade</i>	3,753	F. G. Purington	Mar. 15
<i>Shawmut</i>	9,666	W. M. Smith	" 24
<i>Lyra</i>	4,417	G. V. Williams	" "

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

Shawmut..... 9,666 W. M. Smith..... Ab. Mar. 14
Tremont..... 9,666 T. W. Garlick..... April 14

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARD.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 3rd February, 1905.

NOTICE OF REMOVAL.

A FOOK & Co.,

SHIP AND HOUSE COMPRADORES, have this day REMOVED TO

No. 12, POTTINGER STREET,
(opposite their old establishment).
Hongkong, 24th November, 1904.

For Sale.

FOR SALE OR TO LET,
AT THE PEAK.

Nos. 2 AND 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-rooms; partly furnished; distant thirteen minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to—
SHEWAN, TOMES & Co.
Hongkong, 30th December, 1904.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.00 per Cask ex Factory.

In Bags of 25 lbs. net \$3.20 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd September, 1904.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for

GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

To Let.

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905.

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8 and 10 to 15, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleaned and colour-washed, in flats or whole.

Apply to—

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905.

TO LET.

GODOWNS Nos. 100 and 101, Praya East, with Water Frontage.

Apply to—

"VICTORIA BUILDINGS,"
Hongkong, 28th December, 1904.

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsing Tsai Tsai, Kowloon. Each with five spacious well-ventilated living rooms, two bath rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 6th January, 1905.

TO LET.

GODOWN No. 3, New Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 21st November, 1904.

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 26th March, 1904.

TO LET.

NO. 1, RIFON TERRACE

"HATHERLEIGH," a detached residence with Tennis Court on CONDUIT ROAD.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORRISON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 25th January, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	\$720 buyers London £75
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	\$38 sales
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	\$255 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,992 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	\$58 1/2 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 £20,000 \$172,749 \$893,110 \$846,773 \$700,000 \$37,704	\$2,078,997	\$35 for 1903	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$25,675 \$2,561 \$1,170,288	\$329,047	\$6 dividend & \$1 bonus for 1902	\$93
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,250,000 \$1,170,288	\$371,110	\$22 1/2 for 1902	\$240 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$37,704	\$329,047	\$22 1/2 for 1902	\$240 sellers
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$250,000 \$600,000 \$157,555	Nil.	\$3 for year ended 30.6.1903	\$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	none	\$16,362	\$1 1/2 for first half-year 1904	\$26
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 £190,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	\$124 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	Tls. 50 sales
Do.	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	Tls. 48 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$400,000 \$60,000	£19,555	Interim of 1/- (Coupon No. 5) for 1904	22/- sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093 \$21,475 \$18,000 \$130,153 Tls. 98,000	\$1,287	\$1.80 & b. 40 cts. \$0.90 & b. 20 cts.	\$38 \$29
Straits Steamship Company, Limited	5,000	\$100	\$100	\$1,000,000 \$21,475 \$18,000 \$130,153 Tls. 98,000	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	\$140 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	Tls. 30 sellers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	\$220 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,005	\$3 for 1897	\$224 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	Tls. 57 1/2 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6	Tls. 7.40
Oriental Consolidated Mining Company, Limited	30,000	G \$10	G \$10	none	G \$672,093	50 cents making G. \$1 for 1904	G \$18 1/2 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/4 = 48 cents	\$3 1/2 sales
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
DOCKS, WHARVES & GODOWNS.							
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	\$43 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$50,000 \$50,989	\$28,015	Interim of \$2 1/2 for 1904	\$104
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$250,000 \$25,500	\$505,471	First year	\$102
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	...	\$6 dividend and \$2 bonus for first half-year 1904	\$208 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$10 div. & \$5 bonus for year end. 30/6/04	\$25 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$1 1/2 for 1903	\$192
Do.	2,750	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	\$111
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$7 dividend	Tls. 153 buyers
Shanghai and Hongkew Wharf Company	37,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Tls. 5 interim for 1904 1/2	Tls. 137 1/2 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$43,732	\$6 for first half-year 1904	\$375 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	Tls. 190
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$24 for year ended 30.6.1904	\$27 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	Tls. 150 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	...	...	Interim of Tls. 2	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	\$141 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	\$134 sales ex div.
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	Tls. 20 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$200,607 \$50,000	\$9,177	90 cents for 1903	\$13 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	\$37 buyers ex div.
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	Tls. 116 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	Tls. 44 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	Tls. 125 sales
Weihai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	\$57 ex div.
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	Tls. 23 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	\$13 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,727	Tls. 13,629	Interim of 3 % a/c 1898	Tls. 24 buyers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	Tls. 25
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	Tls. 150
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	\$100 buyers
Philippine Company, Limited	7,500	\$10	\$10	...	...	First year	\$91
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$25,000	Tls. 1,091	Interim of Tls. 3	Tls. 67 buyers
MISCELLANEOUS.							
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$25,000	\$2,883	Interim of 50 cents for 1904	\$12 1/2 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	\$51
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	\$40 sellers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	\$70
Do.	123	\$15	\$12	\$20,000	\$1,253	None	\$8 sellers
Do.	24,000	\$15	\$12	\$20,000	\$1,253	None	\$15
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil	60 cents for 1903	Tls. 74 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	\$10
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	\$9 sellers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,584	80 cents for 1904	\$12 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	...	...	\$1 1/2 for year ending 31.7.1903	Tls. 10 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902	\$100
Fraser and Neave, Limited	4,500	\$50	\$50	\$12,300	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	\$28 1/2
Green Island Cement Company, Limited	100,000	\$10	\$10	\$150,000	\$32,115	\$1.50 for 1903	\$22 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Interim of \$1	14 %
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £23,000	£7,625	£1 div. and 2/- bonus for 1903	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,795	\$15 for year ending 30.11.1904	\$9 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1904	\$265 sellers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	\$155 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,000	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	\$20
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000	...	\$13 for 1903	\$135 buyers
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,584	Interim of \$5	\$145
Maatschappij tot Mijl. Bosch- en Landbouw- exploitatie in Lappet.	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	4th quarterly of Tls. 5, paid 15.12.04 making in all Tls. 35, for 1904	Tls. 277 1/2 sales
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	\$27 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$1,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	\$55
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	Tls. 105 sales
Shanghai Horse Bazaar Company, Limited	15,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	Tls. 88 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,388	Interim of Tls. 6 for 1904	Tls. 155 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,569	Interim of 15/- for 1904	Tls. 400 buyers
Singapore Dispensary, Limited	6,000	\$25	\$25	\$60,000	\$800	\$5 for year ending 31.7.1903	\$80
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	\$25 nominal
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	\$7
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	...	First year	\$4 buyers
Straits Trading Company, Limited	250,000	\$19	\$10	\$600,000	\$83,493	\$4 for second half year 1903	\$160 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	\$1 div. and 25 cents bonus for half year ended 30.3.1904	\$39 buyers
Tientsin Waterworks Co. Company, Limited	2,000	Tls. 100	Tls. 100	none	Tls. 469	Tls. 2 for half year	T.Tls. 110
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$30,000	\$480	Final of Tls. 4 making Tls. 8 for 1903 1/4	T.Tls. 150
Do.	7,000	\$10	\$10	\$20,000	\$480	90 cents for year ending 31.5.1904	\$91 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,800	\$2,442	\$1 for 1903	\$180 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$888	Final of 70 cents making \$1.20 for the year ending 30.6.1901	\$121 sales